

Skydiving®

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Jumpers leave the ramp of one of two Caribou chase aircraft during August's women's record attempt in Montgomery, N.Y. Note the base formation falling away from the lead Caribou on the right. Photograph by Van Wideman.

U.S. Women Set RW World Record

A group of women skydivers built two consecutive world record relative work formations on August 18 at Orange County Airport in Montgomery, N.Y.

The group first built a 73-way and then went up two and a half hours later to complete a 79-way. The record jumps were made after three days of practice and seven unsuccessful attempts.

The larger formation has been submitted to the International Aeronautic Federation (FAI) in Paris. If approved by the organization, it will set a world record for the largest all-woman's RW formation.

The dives were organized by Sandy Williams of Orange City, Fla. Williams organized two previous all-woman RW records: a 60-way built in 1986 and a 48-way built in 1984. Williams organized an unsuccessful effort last year to break the 60-way record (SKYDIVING #90).

Both record formations consisted of a 10-way star base surrounded by four rows of clusters. The group jumped from three DeHavilland DHC-4 Caribous flying at 17,000 ft.

Local Federal Aviation Administration officials limited the Caribous to 30 jumpers each, meaning three were required for each skydive. Although the twin engine aircraft is capable of hauling up to 50 jumpers without exceeding its gross weight limits, its type certificate says it's a 30-passenger transport. (As SKYDIVING went to press, the FAA had yet to act on Caribou owner NewCal Aviation's application to haul more than the number specified on the Caribou's type certificate.)

But Williams said using the third Caribou helped the skydives by reducing the amount of diving time required to reach the base. She said 20 women were in the "base" plane, the rest of the women were about evenly di-

vided in the other two aircraft.

Williams said approximately 85 women accepted her invitation and showed up in Montgomery.

Tuesday—the first day—was spent making smaller jumps for "practice and evaluation"; most jumpers made about four dives each.

The base 20-way started practicing as a group from the very beginning. Organized and supervised by Williams' husband Allen Gencarelle, the base launched chunks of 15 to 19 jumpers from the Caribou's tailgate.

The first record attempt—a 75-way—was put up the next day. But the base funneled and the jump went poorly. Cindy Chidester, a jumper from Hartwood, Va., said the next two tries that day were more successful; both formations built to 60-plus. (FAI rules specify that a formation must be complete and held for at least three seconds before it can

be recognized as a record.)

Thursday started with a 76-way attempt; Chidester said it built to about 60. A few people were low on the next attempt, she reported, with "one or two under the formation, almost causing it to funnel."


"The axe was unsheathed" after that jump, Chidester said, and one jumper was cut for the third jump that day.

The next dive was aborted when one of the aircraft experienced engine problems during its climb to altitude.

Since the women were now short one plane, the base spent the rest of Thursday practicing.

After the first three days of attempts, Florida jumper Connie Simpson said, "I didn't think we had a snowball's chance in hell of doing this thing." She blamed the rough going on the base. Even when it had a good exit and built cleanly, the base was rarely on heading, she said. This made it tough on the divers from the other two aircraft.

(continued on page 7)



**If you're shopping for new rig,
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Here are photos of our own Bob Nixon testing the improved Vector. They're taken from our new video showing the rig deploying a ram-air reserve.

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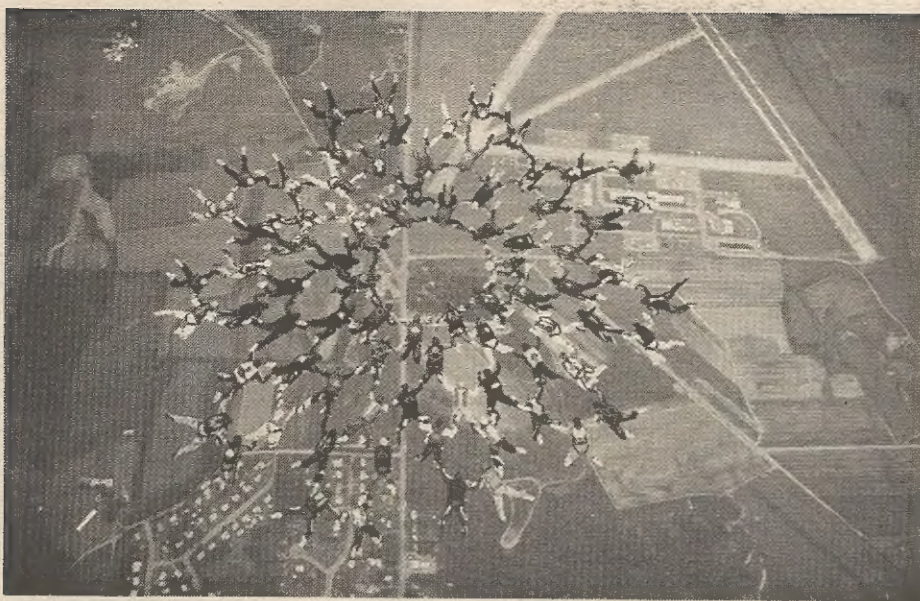
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Bob Nixon tests the Vector's ability to deploy a ram-air reserve at low airspeeds by jettisoning his main and immediately pulling his reserve. The reserve fully and cleanly inflates in less than 150 feet. Photography by Mike McGowan.



The 79-way all-woman RW record formation completed in New York last month. Photograph by Van Wideman. (See article on page 1.)

Z'Hills' Owner Wants to Move

If George Kabeller's plans work out, this year's Zephyrhills Turkey Meet won't be held in Zephyrhills.

Kabeller, the owner of Phoenix Parachute Center in little Zephyrhills, Fla., wants to move his busy operation to another airport in central Florida. He telephoned SKYDIVING August 17 to announce he was negotiating with an undisclosed city-owned airport to relocate his business there.

Kabeller declined to name the airport, saying it wouldn't be prudent to do so until the deal was concluded. He painted a rosy picture of the possible site, saying it was a marked improvement over the Zephyrhills Municipal Airport.

Kabeller owns a large parcel of land adjacent to the airport on which the DZ is located, but he leases a small parcel next to the runway where skydivers board his aircraft.

Although Zephyrhills' large airport has been a popular skydiving site for more than 20 years, Kabeller has run afoul with local government officials.

City and county officials have made things tough on Kabeller. High voltage power lines were recently strung along the edge of his property, posing a threat to landing jumpers. Although Kabeller successfully went to court to prevent the utility company from energizing the lines until next summer (SKYDIVING #96), he doesn't know for sure if the lines will eventually be moved or buried underground.

The city is constructing large sewage treatment ponds between his property and runway 18/36, the one most accessible to his

aircraft. The ponds are a threat to landing jumpers, while the loss of the nearby runway will interfere with jump aircraft operation.

Months ago Kabeller started a serious search for a new home. He even considered moving out of the U.S., thinking Central or South America might offer a better combination of weather and business environment.

He said he ended up scouring the flat countryside between Tampa and Orlando by truck, looking for either a small private airport he could purchase outright or a larger one he could lease from a city or county with an open mind about sport parachuting.

Kabeller thinks he found the latter at his unnamed airport. He said it's next to a "young town" rather than a retirement community like Zephyrhills. He would serve as airport manager and run a fixed base operation for aircraft as well as a skydiving center. Capital improvements—such as the construction buildings—would be paid by the city. Kabeller is asking for a 30-year lease.

He said the airport is accessible from the international airports at both Tampa and Orlando.

Kabeller thinks it's possible his DZ could be operating at the new airport as early as September, although he's calling Halloween his center's "season opener."

Phoenix will continue to operate its noisy but fast-climbing DC-3. Kabeller has been trying to sell his company's CASA 212 for several months but may keep it. He believes the DC-3 is more of a "draw" for traveling jumpers than the CASA.

If the deal falls through, he'll continue to operate at Zephyrhills unless changes made on nearby property make it unsafe and he's forced to close.

Skydiving is likely to continue at Zephyrhills even if Phoenix moves. The big airport, built by the federal government during World War II to train fighter pilots and turned over to the city a few years later, has very little traffic and few neighbors. Kabeller said he's willing to lease his land to another DZ operator, although he'd require a deed restriction that would limit his tenant to aircraft with 12 or fewer seats.

An editorial in the August 24 issue of the "Zephyrhills News" newspaper wished Kabeller success at a new site. But it continued by saying, "The lack of a jump center . . . for even one season would be a serious blow to Zephyrhills' reputation, status and economy. That cannot be allowed to happen." The editorial called for the city to locate a new DZ operator and help him build "the world's ultimate drop zone facility."

Kabeller's long fight with Zephyrhills local officials has left him bitter. He told SKYDIVING he expects the conflict with the city will continue, regardless of the outcome of his efforts to find another home for his business. □

MAYBE YOU'VE HEARD

The Budweiser CRW team has been invited to compete in the Spanish Masters of Parachuting in Gerona, Spain, in September. The competition will include 4-way sequential and rotation. It will be held in conjunction with the World Championships of relative work.

Over 160 skydivers attended the Northeast Skydiving Convention, August 3-6, at the Blue Sky Ranch in Gardiner, N.Y. Aircraft support included a Twin Otter, Pilatus Turbo Porter and a Caribou.

The British Parachute Association routinely receives—and often grants—requests from its members to make jumps from altitudes lower than usual, particularly for airshows. It recently granted nine jumpers—several of which had 500-700 skydives apiece—permission to jump from altitudes as low as 1500 ft.

The "Third Pole Expedition" is the name of a French effort to parachute onto the summit of Mt. Everest next month. Patrick De Gayardon and Patrick Passe plan to make short freefalls before landing on the peak of the 29,000-ft. mountain. They'll descend via slope soaring canopies. The effort is being sponsored by Marlboro, the cigarette company. De Gayardon will use a Relative Workshop Vector rig and 300 sq.ft. Performance Designs canopy for the jump.

Texas rigger John Bunda says he still encounters rigs equipped with defective RW-1 harness rings. Several years ago thousands of the substrength rings were installed on parachute harnesses before it was discovered they hadn't been heat treated. All rings bearing the mark RW-1-82 were to be tested for hardness, and those found to be defective were supposed to be replaced. The substrength rings might deform during use, preventing riser release during an emergency.

Fairchild Aircraft will begin manufacturing CASA 212 Avlocars at its factory in Crestview, Fla. The company said the first aircraft won't roll off the assembly line for at least a year.

Freefall photographer Rick Snow recently wrote Skydiving to report he hasn't been jumping that much because of the effort needed to earn a PhD at the University of Tennessee. Snow was an active cameraman who frequently contributed to this magazine before returning to school.

Space Coast Parachutes president Dan Wilcox says his company is looking for additional "parachute-related subcontract work." The Titusville, Fla., company has several years of experience building canopies and other parachute components. Wilcox says he has a "trained staff supervised by a Master Rigger." Telephone number is (407) 268-2833.

A 10-minute video entitled "Lance Kirwin's Tandem Surfing Seminar" caused indefinite suspension the tandem master rating of the video's namesake. Produced as a joke by J.P. Patrick of the Blue Sky Ranch in New York, the video shows Kirwin making a high-speed downwind landing while carrying a student. The pair leave a trail of dust as they slide and tumble 30 ft. across a pea gravel target. Music by the Beach Boys and interviews of witnesses add spice. The only thing injured was Kirwin's pride. Although the video might be one of the funniest skydiving productions, Relative Workshop president Bill Booth isn't laughing. He's still smarting from a grilling he received at the July meeting of the Parachute Industry Association when critics questioned his company's tandem program. "You may be one of the best tandem masters I have," he wrote Kirwin, "but the negative image this video portrays is going to be hard to dispel."

The American Express Company now offers 24-hour weather information for over 600 cities worldwide. The 1-900-WEATHER number costs 75 cents per minute. After calling the number from a touch-tone phone, press the area code of the U.S. city or the first three letters of the desired international city. Weather information includes temperature, sky conditions, winds and a three-day forecast.



Organizer John Eddowes "para-waterskiing" with a pair of sneakers and a Relative Workshop Vector during the International Para-Waterski Meet July 29 in Reading, Penn. Photographer Larry Schatz said there were no canopies in the rig; the chute was simply tied to the harness. Twenty jumpers entered the competition hosted by the United Parachute Club.

Skydiving®

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MAYBE YOU'VE HEARD

Jerry Bird won't be a load organizer this winter at Phoenix Parachute Center, regardless of the outcome of the efforts to find a new home for the business (see article on page 2). He told *Skydiving* he plans to work as a freelance organizer and RW coach.

Jumpers Al Stephens and Sue Tonik have started a DZ in Paso Robles, Calif. Skydive Paso Robles is open the first and third weekend of each month and operates a Cessna 182.

The York Skydivers are hosting a "jump-a-thon" September 16-17 in Hanover, Penn., to raise funds for a local charity. The group hopes to raise \$10,000 by obtaining \$25 pledges for each jump made. Interested participants should contact Bill Obst at (215) 935-3782.

The "Lucaya Air" DC-3 will be based in Palatka, Fla., this winter; it should arrive there September 26. The central Florida DZ occasionally operates a Cessna Caravan supplied by the Mid-Atlantic Freight Company.

Master Rigger Dave DeWolf made his 7000th jump on June 26 at the Marietta Airport in Elizabethtown, Penn.

South African skydiver Steve Woodford reports he reached his 40th hour of freefall on his 40th birthday, July 27, during a tandem dive at Skydive Lebanon in Maine.

Performance Designs is test jumping a prototype ram-air with a tapered wing planform. The landing *Skydiving* saw was as every bit as good as that available from an Excalibur. Neither the leading or trailing edges are straight. Such shapes are common with slope-soaring canopies.

More than 130 jumpers attended last month's 20th anniversary of Greene County Sport Parachute Center in Bardstown, Ky. Cindy Heismann said jumpers made 50 loads from a Helio Stallion and completed a 27-way formation.

Jumpers at Perris Valley Skydiving Center in California made 32,359 skydives during the first five months of 1989, reports manager Steve Mack. He says the DZ's goal for this year is 70,000 jumps.

A small movie production company began filming "Fatal Skies" in the Los Angeles area last month. Company spokesman Brad Southwyck, said the movie is based on a group of skydivers who inadvertently find an illegal nuclear waste site after a "bad spot." The release date has not been set.

The Lake Area Skydivers Club started jumping in mid-July in Sulphur Springs, La. The club, which skydives every other weekend, uses a Cessna Caravan supplied by an air freight company.

"Do not open a drop zone in Maui, Hawaii," advises Gail Simms, manager of Skydive San Marcos in Texas. She and DZ owner Steve Van Buren traveled to Maui in early July hoping to make approximately 200 tandem jumps during an assertiveness-training convention. Simms said they only made 35 tandem jumps in two weeks because of the strong tradewinds which gusted over the island during the day.

A group of skydivers from the Southern California Skydiving Club is forming a partnership to buy a Twin Otter. DZ operator Van Pray says the "West Coast Otter" will also be available for boogies at other DZs. Pray says investment slots are still available.

Jim Gwinn recently started flying a Twin Beech at Skydive San Marcos in Texas.

Dates for the 1990 World Championships of canopy relative work have been confirmed for April 1-11 in Chiangmai, Thailand. The U.S. team will be selected this December at a special competition in Clewiston, Fla.

Tom Sanders and Jan Davis are organizing an October parachuting expedition to Angel Falls, Venezuela. At 3212 ft., Angel Falls is the tallest waterfall in the world. The expedition is being coordinated with the Venezuelan National Park Service. Interested participants should call Sanders at (805) 962-9911.

Over 250 jumpers attended the 22nd annual Osprey Meet July 29-August 7 at the Lost Prairie DZ in Montana. The DC-3 "Colonel Joe" flew 36 loads and a Twin Beech flew 72 loads. Correspondent Bob Walker said "hundreds" of prizes were raffled, raising more than \$2000 for local charities. He said the prize which raised the most money was a slot on a naked WSCR load.

Precision Aerodynamics has added six florescent colors to its list of available canopy fabric colors.



This 15-way round was built during a boogie in Goderich, Ontario, July 20-23. The 79 jumpers who attended the event made 564 skydives from a 16-place Cessna Caravan. The planned 40-way Canadian record attempt was canceled when mechanical problems prevented a DC-3 from arriving. Event organizer Gerry Edwards said he may try for the record next year. Photograph by Kelvin Brundrett.

Collision with Aircraft Kills 3

Three people were killed July 29 at the drop zone in La Ferte Gaucher, France, after a Pilatus Porter collided with a student descending under his canopy. The jumper, the pilot and an instructor who remained in the airplane died as a result of the collision.

According to correspondent T.K. Donle, an instructor in West Germany who telephoned the DZ, the pilot, Pascal Bastun, made two passes to drop off seven static-line students at about 3300 ft. After the last pass the pilot descended steeply for landing.

Donle said the Porter and one of the seven students collided at an estimated altitude of 700 to 1000 ft. He said the aircraft's left wing struck the student's round canopy. A five ft. section of the wing broke off and stayed entangled with the parachute causing a "violent" spin.

Donle said the first jump student landed with the spinning canopy and died five hours later at a local hospital.

An investigation following the accident revealed that the pilot died before the aircraft hit the ground. Part of the wing strut pierced the cockpit and apparently struck the pilot during the collision. The pilot was thrown approximately 80 ft. from the airplane when it hit the ground. The pilot's seatbelt was unfastened, but Donle said investigators believe the pilot was wearing his seatbelt on take-off.

The instructor, Mark Olivetta, had re-

mained in the airplane to jumpmaster the next load. Although he was wearing a rig, he was apparently unable to bail out.

Donle said the 29-year-old pilot had 250 hours of flying time in the Porter over a five-month period. Donle did not know the pilot's total flight time, but said it was his first season flying jumpers.

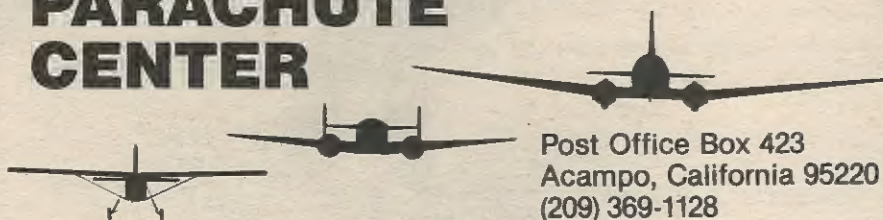
He said the landing area for students is right next to the runway. When the accident occurred, Donle said the pilot descended using a right-hand pattern rather than the usual left-hand pattern. He said no one knows why the pilot changed his normal course. He said weather conditions that day were clear skies with "negligible wind."

Donle said one drop zone official, who did not want to be identified, said the accident was "completely pilot error."

Collisions between parachutists and aircraft are extremely rare. A Lockheed C-130 and a freefalling skydiver collided near San Diego in 1980, killing the jumper and denting the leading edge of the transport's horizontal stabilizer (SKYDIVING #13). Several years ago a DeHavilland Twin Otter that had just touched down on the runway at Perris Valley, Calif., snagged the canopy of a novice who was about to land next to the narrow runway. The collision pulled the undamaged Twin Otter off the runway into the adjacent field. The jumper suffered a broken ankle. □



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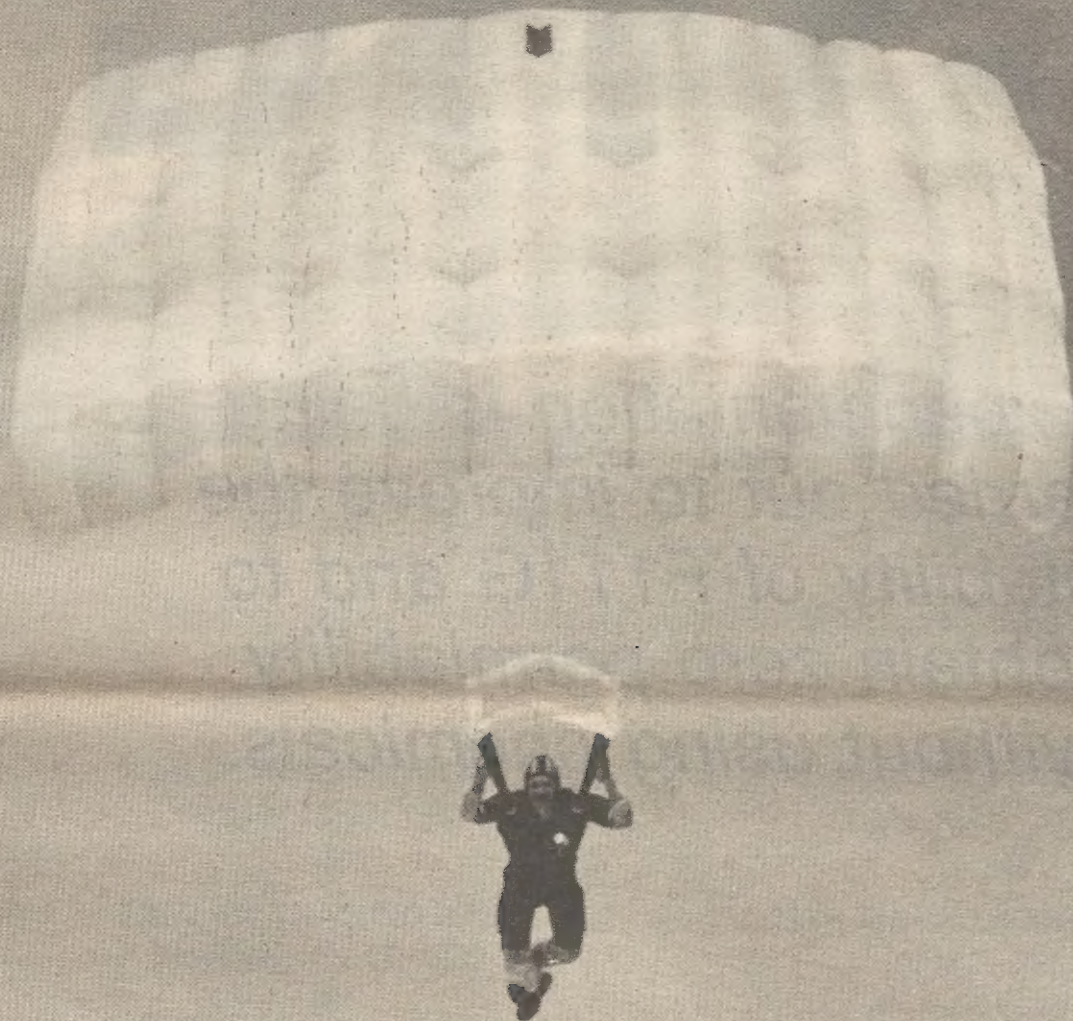
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Indonesia Hosts 2 Major Events

In an effort to boost its tourism industry and make a splash in the international parachuting community, Indonesia hosted two major skydiving events July 20 - August 5.

The two events were held simultaneously about 20 miles apart on the island of Bali. The island, located approximately 750 mi. northwest of Australia, is one of the 3000 islands that comprise Indonesia.

Participants in either or both events paid a single fee that included airline transportation to Bali, accommodations, two meals a day and 25 jumps. Those who departed from Los Angeles paid \$1500 for the package.

The 1989 Indonesia International Skydiving Championships consisted of men's and women's individual accuracy, team accuracy, 4-way canopy relative work rotation, and 4-way sequential RW. Several hundred competitors representing 19 countries competed for a \$10,000 cash purse. An international crew of veteran officials ran the meet.

The accuracy and CRW events were run from Bell UH-1 helicopters, while Aerospaciale Puma and Super Puma medium-lift helicopters hauled the RW teams.

Although the weather was usually nothing less than superb, occasional scattered clouds interfered with the RW and CRW events while the accuracy events were hampered by excessive winds. It took eleven days to complete the 10-round RW event.

The other event, the Boogie in Bali, was held on Denpasar International Airport near Bali's Kuta Beach tourist area. Jump aircraft included two Indonesian air force Lockheed L-100-30 Hercules, a privately owned Transall C-160 and four military CASA 212 Aviocars. The seven aircraft had a total capacity of more than 500 skydivers.

More than 700 skydivers participated in the boogie, although usually the DZ was populated by 500 or fewer jumpers.

The boogie was run by Dan O'Brien of SkyDance SkyDiving in Davis, Calif. He assumed that role after event director B.J. Worth was forced to devote most of his time to the production of a film for the Indonesian sponsors. O'Brien's staff of load organizers, manifesters and trouble-shooters was picked from Australia, Malaysia, the U.S. and other countries.

The organizers did a good job of herding the jumpers into the large aircraft, assigning

an exit sequence to each group and spotting each pass. Even though the airport was bordered on two sides by water and on one side by the congested city, off-site landings were very rare. B.J. Worth said half of the boogie skydivers had less than 300 jumps each.

Like the competition, the boogie stumbled along at times. Air traffic controllers would sometimes keep a loaded Hercules orbiting at altitude or idling on a taxiway for more than 30 minutes. The CASAs were limited to 10,000 ft. because they lacked an oxygen system for the crew. (The larger transports usually dropped jumpers from 12,500 ft.)

Six of the jump aircraft were used August 1 to stage a mass jump onto Kuta beach. The two Hercules and three CASAs flew in formation at approximately 4,500 ft. disgorging jumpers down the beach, while the Transall dropped groups from 10,000 ft. The organizers said 515 jumpers were in the air at the same time. They landed on a three-mile stretch of the beach that was lined with many thousands of spectators.

There were few other remarkable jumps at the boogie. Harry O'Connor of San Diego organized a successful 36-way jewel. Jerry Bird conducted a single attempt to build an 83-way from 12,500 ft.; it grew to the mid-70s with some jumpers low.

Many jumpers made all 25 of their free jumps. Mike Burt of California hustled to make the most—69—while organizers Jerry Bird and Jeff Barbani logged about 50 each.

Ray Ferrell of Davis, Calif., ran a busy tandem "concession" that couldn't keep up with demand. Although nearly 300 tandem jumps were made during the boogie, many customers were turned away.

It was obvious that many of the skydivers were pursuing other activities besides skydiving. Bali offers fine surfing, diving and fishing; its tropical waters are clear and warm.

The Indonesian residents of Bali are remarkably friendly towards visitors. Kuta Beach is heavily dependent on tourism, and the locals are vigorous entrepreneurs. A visitor strolling down a beach or street is constantly approached by vendors selling transportation, trinkets or massages.

The Indonesian organizers successfully ran two first-rate skydiving events. Besides providing what was probably the best fleet of



jump aircraft ever assembled, they took pains to cover the smaller details that would have been easy to overlook. It was obvious they wanted skydivers to return home with good feelings for their country.

Officials of the two Indonesian events are considering holding them again in 1991. □

A view of Denpasar International Airport, the site of the 1989 Boogie in Bali. The event was run from the hut and tents in the center; jumpers landed in the field in the foreground. The single 10,000-ft. runway projects into the ocean at the top. The event's two Hercules transports are parked on the ramp near several airliners.



Mike McGowan

Women's Record

(continued from page 1)

On Friday the fleet of Caribou was restored to three and the group made two more 75-way attempts. The base funneled on the first attempt and rebuilt with one jumper out. Chidester said, "50 other jumpers were lurking their slots."

Chidester said the base was "perfect" on the second attempt and it built to 70. She said Williams wielded the axe again, and the third jump that day resulted in a clean 73-way that was held for more than 20 seconds.

Although the women were understandably pleased with their new world record, they decided to delay their partying long enough to make a single attempt at building a larger formation.

A handful of the "lurkers" had already left the airport, but Williams took the six that remained, bringing the total to 79.

(Consideration was given to making it an 80-way by including FAI judge Sherry Schrimsher on the dive, but she declined.)

The final dive resulted in a 79-way held for more than 10 seconds.

The four-day effort was hampered by five FAA officials who were on site to insure the pilots and jumpers complied with the law. Every load was scrutinized before taxing to be sure each jumper was belted in. Paperwork was carefully checked and rechecked. The airport was closed to other aircraft traffic during jumps. The officials told jumpers where they could and could not

land, and they questioned some of the jumpers' decision not to wear helmets during practice dives.

Several companies helped sponsor the event. Precision Aerodynamics paid for on-board oxygen and Para-Flite provided liability insurance. The Relative Workshop, Glide Path International, Square One Parachute Sales and Service and New England Parachute Company donated money.

Williams said she may organize another record attempt in 1991. □

79-Way Participants

Joni Anderson, Hollister Arnold, Nancy Auge, Jane Babbitt, Ellen Bakke, Mary Bauer, Mariska Breevaart (Holland), Alys Brockway, Cindy Chidester, Carol Christenson, Carol Clay, Patty Collins, Cindy Cooper, Patty Downey, Dawn Duran, Barbara Farrell, Carol Freund, Wendell Graham, Kyle Griffith-Hofland, Jeanne Grivas, Birgitte Hallett, Dana Handbury, Mary Hannigan, Beverly Hein, Elizabeth Hill, Christy Hitchens, Kay Hoiby-Griep, Dorcie Jasperse, Kim Jenkins, Vicki Johnston, Kenyne Killham, Barbara Koehler, Sue Kramer, Viktoria Kramer, Linda Kretzler, Susan Kupiec, Nancy Kurlin, Nancy LaRiviere, Petra Lattmann, Jennifer LaVigne, Jayne Marchant, Jill Martain, Rolayne Mattsson, Claire Meredith, Brenda Oldfield, Peggy O'Reilly, Brenda Paquin, Susan Perkins, Cindy Raible, Joy Ramsey, Stephanie Riggan, Kemper Roach, Yvonne Rousseau, Robin Ruhwedel, Julie Sandman, Nancy Sardella, Suzanne Sherer, Connie Simpson, Gail Sims, Mickey Sleeper, Skiz St. Goar, Dale Stuart, Sue Sweetman, Kristi Teigen, Val Thal, Melodie Thompson, Beth Tollefsen, Elaine Turba, Diane Wahking, Kathryn Wall, Patty Wallace, Mary Ellen Weber, Sandra Williams, Dana Williamson, Cory Witcher, Patty Woods, Nancy Yoder, Karen Zeyn and Ingrid Zoetmulder (Holland).

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An Interview with Tony Uragallo

He's a British national champion, world-class competitor and leading jumpsuit manufacturer. But anyone who's met Tony Uragallo knows he makes no pretense of who he is and what he does. He makes jumpsuits and he jumps a lot and he likes to have fun.

Raised in east London, Uragallo began jumping with the British military in 1970. In 1972, a parachute club gave the military a course in sport jumping. Uragallo said three of them stayed together to form the base of the British RW team "Symbiosis." Symbiosis reigned as national champion virtually every year—first in 4-way then later in 8-way—until it disbanded in 1982.

Uragallo said a large part of Symbiosis' success was the fact that "we laughed a lot. We laughed and we laughed and we laughed. Even when we had a bad jump we laughed."

Uragallo represented the United Kingdom in style and accuracy at world meets in 1982 and 1984. He's since competed in the U.S. Nationals in every discipline but canopy relative work. He's logged over 5000 jumps.

Uragallo now lives in Zephyrhills, and runs his jumpsuit company Air Time Designs in a shop at the back of his house.

When asked about his personal life, Uragallo stated matter-of-factly: "I'm not married, I'm 35 and I have two daughters—4 and 1 1/2—Flora and Maggie Mae."

SKYDIVING's Kathryn Omelchuck spent an afternoon talking with Uragallo in his shop amidst scraps of fabric and half-finished jumpsuits. Uragallo was both flattered and confused when he consented to the interview.

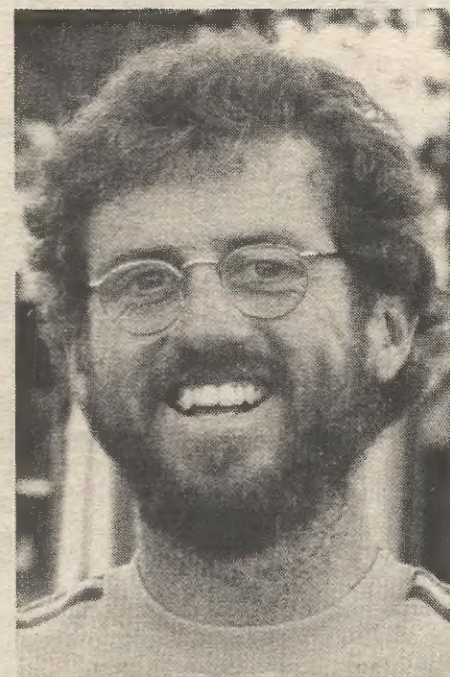
SKYDIVING: How did you get into the jumpsuit business?

URAGALLO: In England. It was the world cup in 1976. "Clear-Eyed Express" had these really nice, classy jumpsuits. We used to jump any old rubbish. They had these nice jumpsuits made for them for \$70. And I couldn't afford one, so I made myself one.

And that was it. I made myself one suit on my mother's domestic machine—breaking needles every three ft.—and said, "never again."

And Rob Colpus, of all people, wanted me to make him one. He runs Symbiosis suits, but I'm not going to get into that. He asked me to make one, so I made him one. And I said, "never again"—again.

And a third person on the team said make him one, so I went and bought a sewing machine. And I made 400 in my bedroom at home in my parent's house. I did



Tony Uragallo

that for about three years.

SKYDIVING: What made you decide to move to the United States?

URAGALLO: I didn't really. Symbiosis came out here and won the Turkey meet. We were an 8-way team by then. We beat Slots, who had won every year before, so we were sort of like heroes. It was no big deal, really, those guys were terrible.

People started asking me to make them suits. So I just started sewing suits.

I sold my rig—I was broke—and bought a car, a sewing machine and rented a house. With the rest of the money I bought fabric. And that's how I ended up in the U.S.

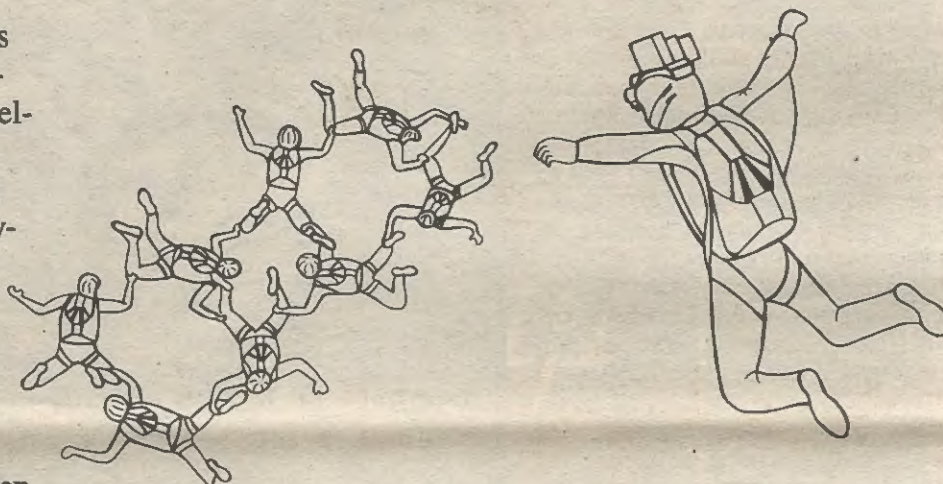
So I started making jumpsuits at home. And for years—for five years—I was broke, really living on the edge. I did one jumpsuit a day and then went out and made the sunset load. That was a good time; I enjoyed that. And the whole time, I was paying off this loan I had with Jump Shack for a new rig.

SKYDIVING: When did you start hiring people?

URAGALLO: About four years ago. I sometimes had one person helping me out. I guess it really started going for me when I started doing some serious advertising. It was always word of mouth for the longest time. Then I started taking advertising seriously and getting that lust for money.

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Uragallo

(continued from page 8)

Plus, it's working it out. It took a long time to work it out—the product—to get it right. I got consumer feedback from people. When you're out there with them you're always hearing, listening and learning.

SKYDIVING: When did you first know that you were going to make it a business?

URAGALLO: I always knew I would never go out and work. This was what I was going to do. I started sewing straight away—as soon as I started jumping. Those two go together great. I started making gear bags, deployment bags and hats. I would sit there for hours and hours at night and think about skydiving, making these little things. I guess I was matched from the beginning.

I knew this is where it's at. You have to work for yourself. Why work for anybody else?

SKYDIVING: A recent survey in our magazine shows that more people currently wear an Air Time Designs jumpsuit, followed closely by Flight Suit. When asked what jumpsuit they'd buy next, nearly half said Air Time. What do you think you've done to capture the market like that?

URAGALLO: I've just had lots of energy for the subject. I've been around it, lived with it and with the people who use [jumpsuits]. I've spent a lot of time at it—15 years.

You've got to do it right, and I want to do it right because I want to be the best. If you've got that thought to start with, then at the least, you're going to be mediocre—at least. And maybe you'll be better than average. And maybe you'll be the best.

For years I've been striving to be world champion, and I guess this is as close as it's going to get.

SKYDIVING: World champion of jumpsuits?

URAGALLO: Yes, we've been declared number one.

SKYDIVING: Do you see super-fast fall rate, meaning real tight jumpsuits like you're making, as a phase in skydiving? Or do you think we've finally figured it all out?

URAGALLO: I don't like seeing heavy people wearing tight suits. They're just for the little skinny lightweights.

Teams like to have no drag, no lift. But in fun jumping, there should be a standardized fall rate. The little skinny lightweights wear skinny little suits and the big fat heavy guys wear big suits and, if you're in the middle, you can do what you want.

If everyone would fall at the same rate, it would be much easier. But everyone wants to wear a tight suit. For the Golden Knights, I made bigger suits for the heavy guys and they sent them all back wanting them skin tight. They had the lightweights wear weights.

SKYDIVING: How does sport jumping in Britain differ from jumping in the States?

URAGALLO: Basically, you don't do it in England. You talk about it. You drive out to the drop zone on the weekends, but you don't really DO it. Maybe one or two, and then you freeze the whole time because over there we generally don't have doors on the aircraft. Over here its 100 degrees and you have doors. It's rather strange...

SKYDIVING: What about the difference in competition?

URAGALLO: Oh, they're much better in England (laugh). No, in England, they're just not as professional. And they don't do as many jumps. They try, they go to Europe, they travel around, but there are maybe only one or two teams.

As soon as somebody hears there is one team in training, everybody else stays away. They don't want to risk spending all that money and time knowing they're not going to win. They're wimps. (I better be careful, I don't want to get in trouble.)

SKYDIVING: Last year at the U.S. Nationals you competed in style, accuracy and relative work...

URAGALLO: I did this year too. I stood in for someone in relative work. But the judges said that wasn't allowed. You look at the scores and they say WD [withdrew] for two jumps.

SKYDIVING: What do you think about running the disciplines concurrently at the Nationals?

URAGALLO: Well, they figure that anybody doing everything is not really serious, and I guess that's true. But I think it's good for people to do that. It's good to have all-around skydivers who can do everything.

But style and accuracy is such a funny event. I did better this year than any other year that I did train.

SKYDIVING: Where do you see style and accuracy going?

URAGALLO: It will always be there because it's an individual event. People like having an individual event.

And style is so hard. It will never get dropped because people are addicted to it. It's hard, whereas in accuracy anyone can win, and that's always a lure.

Like this year John Spear won the accuracy. Actually I don't know that much about him. But anyone can win accuracy. But with style, that's different.

SKYDIVING: What do you think of freestyle?

URAGALLO: It's artistic. I don't know if it will be used in competition, but maybe it will.

Just like ice skating, it's nice to watch. It's another aspect, isn't it? It's good—but I'm not very good at it because I'm not very "bendy." I don't bend like that. I can't touch my toes so I don't look very artistic.

SKYDIVING: How is competition RW different today than when you first started jumping?

URAGALLO: The dives are getting harder, and the scores are still creeping up higher. The "schools" are just getting better all the time.

To watch the guys at the American Nationals was amazing. They are just perfect a lot of the time—flashes of brilliance. The

people are getting the flying down where you've got to be perfect to do it half right. If you're not perfect, you're not doing it right.

SKYDIVING: How does support for skydiving in Britain compare to the U.S.?

URAGALLO: In England you get much more support for the national team. Once you win the Nationals in England, as much as you can do is free and paid for by the government. The BPA pays 25 percent or whatever they can raise, and the government pays 75 percent.

(continued on page 10)

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Uragallo

(continued from page 9)

ver here, the U.S. team has to pay its own entry fees. They're representing the U.S., and they pay their own air fares. Well I guess the Army this year is helping them out, but if it weren't for the Army team, and two civilian teams had won, they would have to pay their own way.

So what right does the U.S. have to ask them to represent their country? They're just giving them the slot and they have to pay

for it themselves. They are not sponsoring the team at all. It's ridiculous. This is supposed to be a rich country.

SKYDIVING: What are your business plans for the future? Are you going to expand beyond jumpsuits?

URAGALLO: Oh, yes. I'm going to make the number one rig and number one ski suit in the world.

SKYDIVING: Ski suits?

URAGALLO: Yes, I've wanted to do them ever since I started this. When I went on my first ski trip I thought it would be fun to be a ski bum instead of a jump bum. And make ski

suits, because they pay a bit more and there's a bigger market. And with the drop zone talking about closing down...

With the ski market—anything can happen. So I want to make ski suits. The hard part is keeping [the jumpsuit business] as good as it is. You don't want to spread yourself too thin.

SKYDIVING: So if you got into the ski business, you would get out of the jumpsuit business?

URAGALLO: No. I'd like to be able to set this up, but I don't know if I can. The problem is getting fat and moving away from it. You don't go skiing anymore, you don't go jumping. You're not in touch with the public. That's when you lose it. If you can keep doing that and be in touch with it all, then maybe you can do all those things. I want to do the ski suits. And I want to do the jumpsuits. And I'd like to do the rigs. I think I can do a good rig.

SKYDIVING: You've made rigs?

URAGALLO: Yes, I've made a lot of rigs—about 10.

SKYDIVING: Do you have any now?

URAGALLO: No, it got scrapped. I couldn't jump it this year. I had to unpack it and put the parachutes in a legal rig. Because of John Sherman and his rules, I got my rig banned because it's not TSO'd in this country or in any other country. He apologized at the Nationals, saying I had to realize that it was business, not personal. I didn't say anything, because I'm not going to get mad—I'm going to get even (laugh).

SKYDIVING: But you will have to get the rig TSO'd...

URAGALLO: Oh yes, I'm going to do it properly. But that's the way I want to go. If I can somehow find a way of keeping the suit number one.

You know we're just changing it now. We're inventing a rear-entry suit. They don't have a zipper on the front.

SKYDIVING: Can you tell me about the new suit?

URAGALLO: Not until it's on the market. It's only an idea right now. We've made them, and they fit good. They're easier to get on because you don't have to put your boots through it—it goes on over your head. And you don't have a zipper on the front. And so you... no, I can't tell you that, not until the

suit's out.

SKYDIVING: I've heard you had a close call in skydiving once.

URAGALLO: Yes, I broke my leg in five places—on opening. I was tracking off and deployed and someone in freefall came by—missed everything else but just touched me on the leg and broke my leg in five places. Didn't even feel it; I looked up and released my brakes, just like normal.

Then I had a sick taste in my mouth. I went, yech, and wondered what it was. I looked down at my leg and it was all bent and bloody through the suit, and it was twisted. And I passed out. Just passed out.

I woke up the next day in the hospital. Some people saw me unconscious under canopy and they ran out to me as soon as I landed. I was buried in soft, soft soil and I made a "schwoop" noise as they pulled me out.

It was in Australia after the world meet. The other guy, he was on the Australian team and I was on the British team. He died. He died on impact with me. His reserve fired open and he was dead under his reserve.

Just goes to show, doesn't it? Two national team members. You stop watching, you're just goofing around. You're not watching while you're tracking off.

SKYDIVING: So, what's the future of skydiving?

URAGALLO: The future of skydiving? How should I answer such a question? Little ol' me. I don't know... it's going to keep growing. I think it has to move away from the cities. I think it needs to be isolated a bit more away from towns. Like here, Zephyrhills, the city just doesn't want it anymore. It interferes with their city life, and their plans. I don't know. One group tells me that and another group something else, so how do I know?

SKYDIVING: Do you think it will ever be publicly accepted?

URAGALLO: Yes, I do. I think it's getting bigger all the time, and I think one day we will be in the Olympics. One day people will take it more seriously. And everybody's excited by it, aren't they? So that's got to be good. I don't think it will ever be as big as skiing (laugh). That's so easy for anyone to do, isn't it? □

FXC Changes AAD Service Policy

The manufacturer of the FXC Model 12000 automatic activation device recently changed its service policy for it.

According to FXC marketing manager Rick Velazquez, any Model 12000 returned to the factory for its mandatory annual service "will be automatically updated to the latest production configuration."

Until recently, the factory inspected, calibrated and tested the older Model 12000, but it didn't upgrade them unless the owner had specifically asked it to do so.

"The cost will normally not exceed \$160," Velazquez wrote in a bulletin issued in early July. "If your unit is identified as Revision E or higher, the cost should only be \$60." The price of a normal calibration and test is \$60.

The company said the service policy change should improve the overall reliability of the 13,744 Model 12000S it says it has produced.

Many owners of Model 12000s appar-

ently ignore FXC's requirement that the devices be returned annually to its factory in Santa Ana, Calif. Velazquez said recent data indicate only about five percent of the units are being returned every year. "It is unfair to expect these units to continue to work properly," he said.

Velazquez believes riggers can increase the compliance rate by refusing to pack those parachutes equipped with AADs that have not been serviced properly.

In addition to its annual trip to the factory, Model 12000s must also be inspected and tested periodically. An AAD installed on a main parachute must undergo the procedure every six months, while one installed on a reserve is checked at every repack.

The FXC factory will perform the periodic inspection, as will some lofts and riggers. The procedure requires the use of an altitude chamber to verify that the AAD will fire at the proper altitude and descent rate. □

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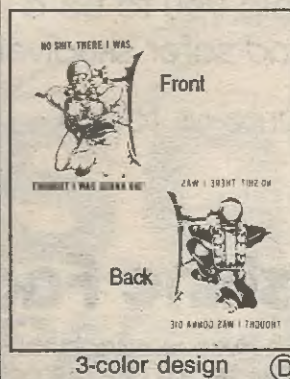
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Wind Tunnel Under Construction

A group of skydivers in Florida have begun construction of an outdoor vertical wind tunnel at Tampa Bay Parachute Ranch north of Tampa. The company, called Airofly, is run by skydivers Clive Ure, Frank Arenas and George Gobes. The new wind tunnel is scheduled to open by the end of September.

Ure, president of the company, said he's spent the past four and a half years researching and developing the outdoor tunnel, which he calls an "airodium." Ure based his initial design of the structure after the Fly-away Indoor Skydiving tunnel in Pigeon Forge, Tenn.

"I looked at their design and took away all the extras," said Ure. "I knew then I could build one that was affordable. It was only a matter of time before somebody came along and did this."

The Tampa tunnel is a circular structure 50 ft. wide and 25 ft. tall. Two layers of heavy screen cover a 14-ft. propeller. Air is drawn from underneath the propeller, straightened by directional vents, and sent skyward.

Unlike the Tennessee tunnel or the one planned at Ft. Bragg, N.C. (SKYDIVING

#97), Airofly's tunnel does not recirculate the airstream, nor does the "flight chamber" have walls.

The tunnel will be surrounded by cushions four ft. deep and 10 ft. wide. An observation platform will surround the cushions.

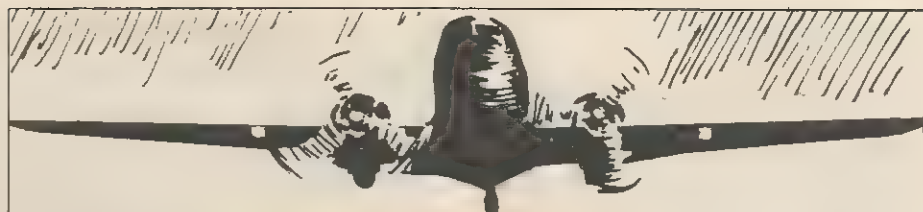
Ure wouldn't say what type of powerplant would drive the propeller. He claimed the powerplant and propeller will generate airspeeds in excess of 110 mph, with possible airspeeds up to 150 mph. The terminal velocity of an average jumper at low altitudes is about 110 to 120 mph.

Arenas serves as the marketing and financial representative for Airofly. He said the tunnel will be large enough for realistic freefall training for 4-way teams. "The tunnel will really benefit the sport," he said. "Teams who use it will blow the competition away."

Jumpsuit manufacturing company Air Time Designs is building special suits for beginning flyers. The student suits will be built with a heavy material for added drag. Arenas said balloon suits will not be necessary because of the tunnel's realistic airspeed. He said experienced people should be able to

(continued on page 12)

*"I know they have a fine Twin Otter.
And the Caribous are parked
right next door..."*



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more than a "good" rig

Airodium

(continued from page 11)

wear tight jumpsuits.

Ure and Arenas said the tunnel can also be used as a training aid for accelerated freefall students. "We can simulate AFF jumps in the tunnel before taking [students] up in the air," said Arenas.

The company also plans on franchising the tunnels to drop zones. They intend to

offer a complete package which includes construction financing. Ure said a franchiser can have his tunnel built and operating in 60 days.

Ure said the company has sold two other tunnels in Florida. He declined to name the buyers or the locations.

As part of its marketing strategy, the company plans to chase the "boogie circuit" during the next two years with a portable tunnel. They will be set up at drop zones during boogies to give DZ owners and jump-

ers a first-hand look.

Ure explained that anyone who plans on making a tunnel flight must first watch a training video, regardless of experience. He estimated the cost will be about \$20 for the first session, then considerably less for additional flights. Ure said it will be largely up to the drop zone owner to decide flight prices, but that flights should be cheaper than a skydive.

Part of the contract airodium owners will

sign states that only AFF-rated jumpmasters or instructors may assist in the air column. "That is for liability purposes," said Ure. "They are the only people really qualified to teach people how to fly."

Ure stressed that the tunnel is not an amusement ride, like the one in New York. He said it is a serious training tool, and will be marketed that way.

"It's a step in the right direction," said Ure, "and that's what makes it exciting." □

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The outdoor vertical wind tunnel being constructed at Tampa Bay Parachute Ranch north of Tampa. Photograph by Clive Ure.

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PIA Contributes to Team Trust Fund

Pleased with the success of its 1989 Rigger's Conference, the Parachute Industry Association last month donated \$1500 to the U.S. Parachute Team Trust Fund.

PIA president Dan Tarasievich said the donation was generated by proceeds from the three-day event as well as from donations made by several PIA members.

Tarasievich sent a check to the national offices of the U.S. Parachute Association, the administrator of the fund. It will be deposited permanently in an interest-bearing account; each year the trust fund's interest is given to the U.S. Parachute Team to help it attend World Parachuting Championships.

The conference "was supported entirely by voluntary contributions of Mike Mayo of the U.S. Army Parachute Team and many knowledgeable speakers," Tarasievich said. "For many of the riggers in attendance, it was their first comprehensive course in the technology of parachute rigging."

PIA isn't the only corporate contributor to the trust fund. FM Travel & Tours, a travel agency in Orlando, Fla., sent a donation last month to USPA. The check represented 20 percent of the commission the company earned on booking airfares for USPA members on their way to the U.S. Nationals.

FM Travel & Tours president Eduardo Andreu told SKYDIVING he will continue to donate a percentage of his company's commissions to the fund.

Donations to the trust fund are tax-deductible and accepted in any amount. Checks should be made payable to the U.S. Parachute Team Trust Fund. A receipt will be sent by return mail on request. □

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Fabric Mil-Spec Issued

The U.S. Army published on June 30 a military specification for the type of nylon parachute fabric used to build most modern sport canopies. The issuance of the "mil-spec" should benefit skydivers by increasing the availability of the high quality fabric needed to build ram-air parachutes.

Military specification MIL-C-44373 is entitled "Cloth, Parachute, Nylon, Low Permeability" and was written by the Army's Natick Laboratory in Massachusetts. The 17-page document contains very detailed specifications of the fabric's weight, permeability, color fastness, resistance to heat and light, strength, thickness, finish, pH, shrinkage and other characteristics. It also says how such fabric should be packaged and marked.

According to engineer Mike Ravnitzky, the mil-spec is based on a specification created by George Harris for his company's F-111 parachute fabric.

Most ram-airs built in the U.S. are made with Harris F-111. The company has earned a reputation for delivering high quality 1.1 oz./sq.yd. fabric. Competitors offer similar fabrics, but canopy manufacturers have complained of inconsistent quality.

Ram-air canopies need high quality fabric to open and fly well. Increasing the permeability of the fabric will decrease a canopy's glide and increase its descent rate. Using fabric that has been incorrectly milled or finished has resulted in canopies with built-in turns.

A fabric that meets the new mil-spec should essentially perform identically to F-111. A ram-air manufacturer who uses only mil-spec fabric can be more confident his products will provide consistent performance and durability.

The issuance of the mil-spec does not

necessarily make it easier for other fabric suppliers to create "clones" of F-111. It does, however, give them specific criteria to meet if they want to try.

From now on, it's likely that military contracts for ram-air parachutes will stipulate that the canopies be built with mil-spec 1.1 oz. fabric. This means only those fabric vendors who can supply mil-spec fabric will have access to the military market.

Ravnitzky said the Army wrote the mil-spec as part of the process of type classifying or "militarizing" a tactical parachute assembly called the Ram-Air Personnel Parachute System, or RAPPS. He said RAPPS is under "final development" by Para-Flite, Inc., of Pennsauken, N.J. RAPPS uses ram-air main and reserve canopies built from Harris F-111, and having a mil-spec for that type of fabric will help make it easier to procure RAPPS assemblies.

The various branches of the U.S. military have published thousands of mil-specs. "The Parachute Manual" by Dan Poynter, a respected reference book for riggers, lists approximately 200 mil-specs of interest to riggers. They cover tape, webbing, thread, hardware, fabric, mesh, suspension line, cable and other parachute materials.

The military isn't the only user of mil-specs. Most U.S. manufacturers of sport parachutes use only materials and components that meet the appropriate mil-specs. Even though they technically don't have to use mil-spec materials, doing so helps them build products of consistent quality.

The Army is presently working on a specification for heat-stabilized polyester parachute cords—also used on RAPPS. The line is similar to those used as suspension line on sport parachutes. □

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PD Reserves Get TSO Approval

Performance Designs received FAA technical standard order approval in July for its new line of 7-cell reserve canopies. The Florida manufacturer plans to begin production of the parachutes in early September.

The canopies will be available in six sizes ranging in size from 143 to 253 sq.ft. Each model has the identical aspect ratio of 2.1.

Performance Designs president Bill Coe said although the flight characteristics of the new canopies are similar to the company's 7-cell main canopies, the reserves are "entirely new canopies, not just a TSO-approved version of our 7-cell mains."

"The requirements for a good reserve," Coe explained, "are very different from those for a main canopy. Subterminal opening distances are as low as possible, just in case a low altitude cutaway is required. In our cutaway tests, the measured altitude loss was less than 250 ft."

Coe stressed the importance of matching the canopy to the jumper's weight and skill

level. He says the wing loading of a reserve worn by "lower experienced" jumpers should not exceed 0.9 lbs. per sq.ft., while intermediate jumpers should stay below 1.1 lb. and experienced jumpers must observe a 1.2 lb. limit.

Performance Designs took an unusual step to insure jumpers observe the 1.2 lb. limit: It asked the FAA for a letter specifying a specific weight limit for each. The agency granted the request.

Without the letter, even the little 143 sq.ft. reserve could be legally worn by a jumper weighing nearly 250 lbs. Although the company's drop tests proved all six models will withstand the opening shock generated by much greater weights at airspeeds exceeding 200 mph, it realizes the subsequent landing might be a little rough.

Therefore, the company has imposed maximum suspended weights for each size that will keep the wing loading below 1.2 lb./sq.ft. For instance, the 143 sq.ft. model is

limited to a maximum load of 171 lbs. The two larger models each have a weight limit of 254 lbs., the maximum allowed by Category B of TSO-c23(c).

Coe says the weight per square foot should be lowered if the canopy is going to be used at DZs located more than 2000 ft. above sea level.

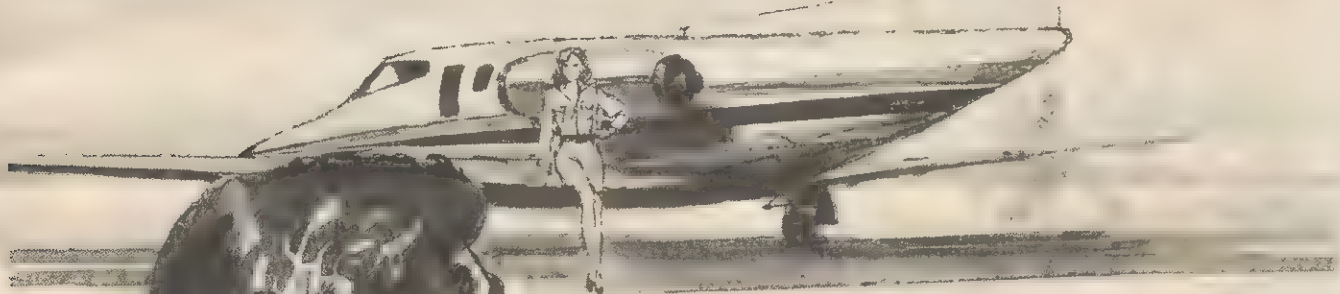
The six reserve canopies are sized at 143, 160, 176, 193, 218 and 253 sq. ft. They range in weight and pack volume from 5.3 lbs. and 338 cu. in. to 8.3 lbs. and 520 cu. in. Prices start at \$849.

The reserves come with Dacron lines and stainless steel connector links. Coe says Microline is not an available option. He says custom color patterns are available at no extra cost, but delivery times will be less for solid white, light blue or yellow canopies.

Performance Designs also added new larger models to its line of 7-cell main canopies. The PD235 has a suggested list price of \$840 and the PD280 lists for \$860. Coe said reserve canopies of the same sizes will be TSOed soon. □

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Plans Announced for Bridge Day

Parachuting from the New River Gorge Bridge near Fayetteville, W. Va., has been approved for this year's annual Bridge Day Celebration scheduled for October 21.

This will be the 10th year parachuting will be included as part of Fayette County's Bridge Day Celebration. It is the only day parachute jumping is legal from the 876-ft. high structure.

The parachuting portion of Bridge Day is probably the largest BASE jumping event in the world. Last year's event attracted over 300 skydivers.

According to Andy Calistrat, an editor of

BASEline magazine, jumpers with little or no experience jumping from fixed objects should arrive at the site the day of October 20. Calistrat says an "informal group of experienced BASE jumpers" will be available that day for seminars on "packing, equipment and techniques."

"The emphasis," says Calistrat, "will be on proper gear and safety."

Calistrat also encourages those jumpers who would like to make a bridge jump to do so during the authorized time only, Saturday between 10 am and 4 pm.

One local government official told Calis-

trat that although he would like to continue supporting parachute jumping during Bridge Day, the success of this year's event—especially if there is any illegal "bandit" jumps—will greatly influence his decision to allow

parachuting at next year's 1990 Bridge Day.

Potential participants should register for the event by sending a stamped, self-addressed envelope to Calistrat at 3202 La Quinta Drive, Missouri City, TX 77459. □

BASE Jumps Require Special Gear

For those jumpers who plan on participating in the parachuting portion of Bridge Day, Calistrat has this to say about BASE jumping from the New River Gorge Bridge:

Pilot Chutes: A 42-in. diameter pilot chute is the minimum acceptable size for a low-air-speed BASE jump. Larger pilot chutes are available in the 48- to 52-in. range. Jumpers will notice only a slight reduction in their open canopy's forward drive.

Standard 36-in. pilot chutes create significantly less drag than the 42-in. models, and several accidents and low openings have been attributed to 36-in. pilot chutes.

Drag is a factor not only of diameter, but also of mesh size and proper design. Homemade BASE pilot chutes are therefore discouraged.

Sliders: Several low-drag sliders are available to decrease a parachute's opening time. Examples are spider sliders, bikini sliders and mesh sliders. These devices are an excellent compromise to the "Should I pack my slider up or down?" controversy, although the possibility of snivels and slider hang-ups still exist with these special sliders.

Jumpers who use low-drag sliders should make sure they are the same dimensions—on all sides—as the sliders normally used on their parachutes.

Slider Up or Down? Packing with the slider up gives jumpers the familiarity and sequenced deployment of a normal parachute opening. The low airspeeds involved in bridge jumping, however, might result in a "snivelly" deployment, low opening or possible water landing.

Slider down puts more stress on the parachute during deployment, especially in the tail area. However, the New River Gorge Bridge, because of its open construction, is an excellent place to test a parachute's opening characteristics with the slider down. Jumpers who think they want to make other BASE jumps should consider testing their canopies and packing techniques at Bridge Day.

Tying the slider to the connector links is not necessary. Taking the slider off the parachute is not recommended because it changes the canopy's glide ratio. (Jumpers who normally use split sliders and are accustomed to this mode of

flying may wish to remove their sliders, although leaving the slider down is usually sufficient.)

9-Cell Canopies: Because they have high aspect ratios, 9-cell canopies don't normally have good opening characteristics when packed slider down. Because of their reputation for crisp openings, many people prefer to pack their 9-cell canopies slider up when jumping the bridge.

Jumpers with large pilot chutes and 9-cell parachutes might notice the canopies tend to bow slightly, with the end cells trying to out fly the center cells.

Line-Over Malfunctions: Packing a square with the slider down introduces a type of malfunction prevalent mainly with rounds: line-over malfunctions.

A line-over malfunction involves one of the lines wrapping over the top of the canopy. The malfunction is especially dangerous with a square parachute because it results in a rapid, uncontrollable spin.

Line-Release Modification: Aimed at curing line-over malfunctions, the modification involves routing both steering lines outside of the riser keeper rings and steering guide rings. In case of a line-over malfunction of one of the steering lines, the jumper would simply release both steering lines. The offending line would then, hopefully, unwrap from around the parachute, clearing the malfunction.

The modification has been used successfully many times in emergencies, but has some disadvantages. Jumpers will notice a marked difference in their parachute's glide and flare. And if a steering line is released while under canopy, the line will trail freely behind the parachute—out of reach—forcing the jumper to steer and flare with rear risers. There have also been several cases where lines jammed or released prematurely on opening.

Experienced BASE jumpers will assist anyone interested in making this modification to their parachute. The modification must not be made for slider-up jumps.

Additional information about Bridge Day or BASE jumping is available from Jean Boenish, (213) 678-0163; Phil Smith, (713) 931-7709; or Andy Calistrat, (713) 437-0323.

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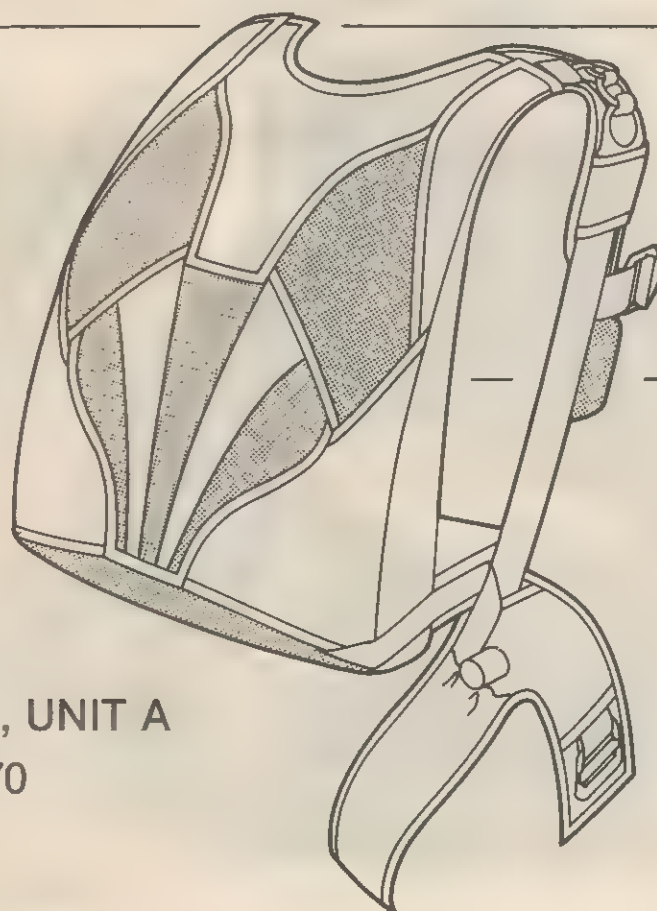
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A Passeport is a card attesting that the bearer has demonstrated certain advanced freefall skills. According to Irish jumper Allison Cronnelly, a traveling jumper who shows his Passeport to an organizer should have an easy time getting on his load.

The card is named after Patrick Passe, an active French load organizer who Cronnelly called "the Guy Manos of France." A jumper who wants to earn a Passeport is assigned different slots in a series of jumps. Passe evaluates the applicant's performance with the help of video and, if the jumper's performance is satisfactory, gives him a Passeport.

Cronnelly said the series of jumps requires the applicant demonstrate swooping, floating and docking skills. She said Passe demands precise aerial control, especially during docking.

The Passeport makes sense in Europe, Cronnelly said, because hardcore jumpers travel extensively from one boogie to the next. The card helps a visiting jumper integrate quickly with others he might not know.

Cronnelly said she first encountered the Passeport during a C-130 boogie held Au-

gust 8-15 in Vichy, France.

She said the boogie was disappointing. The big aircraft showed up three or four days late, and until it arrived the 500 jumpers at Vichy scrambled to get on the only aircraft available, a Twin Otter. When the transport finally showed up, the weather turned bad for two days. Eventually the crowd enjoyed three days of skydiving from the Hercules.

Cronnelly said the boogie ended when an experienced freefall photographer from Italy was killed in an unusual accident. The jumper, who Cronnelly said had logged 2000 jumps, somehow shed his rig in freefall after following a 60-way load out of the C-130. His packed rig was found some distance from his body. The chest strap was undone and the leg straps loosened. At least one jumper in the 60-way said he saw the cameraman fall by the formation; he said he appeared to be in a face-to-earth position. Observers don't know what happened. □

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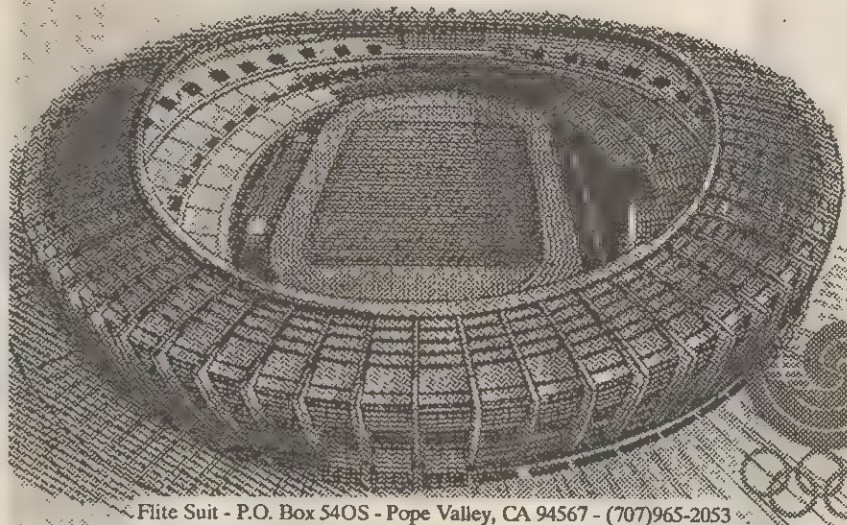
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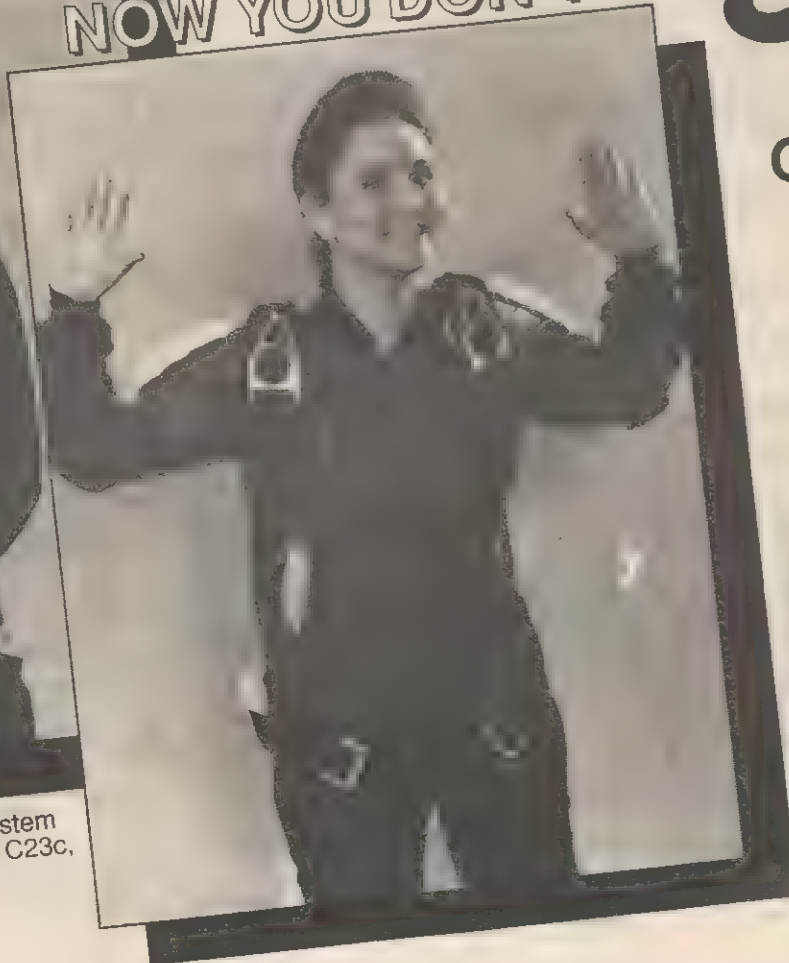


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SEPT. 9-10: CARAVAN WEEKEND, Palatka, Fla. (904) 325-4293.

SEPT. 15-17: TWIN BEECH WEEKEND, Wilson, N.Y. Frontier Skydivers, (716) 832-JUMP, 751-6170.

SEPT. 16-17: RW SEMINAR, Xenia, Ohio. Skydive Greene County, (513) 372-0700.

SEPT. 16-17: CAROLINA COUNCIL MEET, Louisville, N.C. Three classes style and accuracy; 4-way RW and speed star; best competition videoman award; 10-way speed star, T&C permitting; possible freestyle challenge. Beer and banquet, tentative Golden Knight RW seminar. Rock 'n roll jammers encouraged. (919) 496-2224.

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SEPT. 17-24: POPS NATIONALS, Maytown, Penn. Accuracy, hit 'n rock, RW. Richard Gochenaur, PO Box 536, Maytown, PA 17550.

SEPT. 21-OCT. 8: WORLD RW CHAMPIONSHIPS, Girona, Spain. USPA Headquarters, (703) 836-3495.

SEPT. 22-25: BOUNCE BACK BOOGIE, Coolidge, Ariz. 16-way meet. Skydive Arizona, (602) 723-3753.

SEPT. 23-24: MEPA MEET, Ellington, Conn. Connecticut Parachutists, (203) 871-0021.

SEPT. 23-24: INDIAN SUMMER BOOGIE, Warm Springs, Ga. Helio Stallion. RW seminar. FreeFall Ranch, (404) 655-3373.

SEPT. 23-24: ANNUAL BEST OF THE MIDWEST FALL MEET, Xenia, Ohio. Skydive Greene County, (513) 372-0700.

SEPT. 23-24: MYSTERY BOOGIE, Blue Sky Ranch, Gardiner, N.Y. Be there. (914) 255-9538, (914) 255-4033, (212) 736-0883.

SEPT. 23-24: ORANGE OLYMPIAD, Orange, Virg. 8-way scrambles, triathlon (RW, CRW, accuracy). Cash prizes. USPA required. Bryan (703) 672-5054, weekends or Dona (301) 433-2861.

SEPT. 29-OCT. 1: "CAN-AM" BUS TRIP, Ellington, Conn. Bus trip to Ganonoque, Canada. Big planes, party. Connecticut Parachutists, (203) 871-0021.

SEPT. 29-OCT. 1: TURBINE BOOGIE, Clemson, S.C. King Air 90. Great skydiving next to the Blue Ridge Mountains and Lake Hartwell. Free beer and food Saturday night. USPA membership and in date reserve. Greg Davis, (803) 882-5900, days; 647-9816, evenings.

SEPT. 30-OCT. 1: JCC/ICC, Erie, Penn. FMI: Erie Skydiving Center, (716) 674-8543 or (814) 725-5384.

SEPT. 30-OCT. 1: SKYVAN WEEKEND & 25TH BIRTHDAY BOOGIE, Menomonee Falls, Wisc. Wisconsin Skydivers, (414) 252-3434.

SEPT. 30-OCT. 1: BEST OF THE WEST, Acampo, Calif. 10-way speed star competition. 4 rounds from 7000 ft. Beer bust Saturday night. Camping, showers. Parachute Center, Bill Dause (209) 369-1128.

OCT. 6-9: ANNIVERSARY BOOGIE, Elberta, Ala. Helio Stallion. Free beer. Barbeque Saturday night. USPA license and TSO'd gear required. Panhandle PC. Bill Greene (205) 986-5618.

OCT. 7-8: SECOND ANNUAL SQUARE ONE 16-WAY COMPETITION, Perris, Calif. Perris Valley Skydiving Center, (714) 657-9576.

OCT. 7-8: SKYDIVING SEMINAR, Davis, Calif. Organizing, how and why. Hosted by Dan O'Brien. Guest speakers and organizers. SkyDance SkyDiving, (916) 753-2651.

OCT. 7-8: CARAVAN WEEKEND, Palatka, Fla. (904) 325-4293.

OCT. 7-8: RW SEMINAR & BOOGIE, Ellington, Conn. Caravan aircraft. 4-way competition. Connecticut Parachutists, (203) 871-0021.

OCT. 7-9: COLUMBUS DAY BOOGIE, Warm Springs, Ga. Beech. FreeFall Ranch, (404) 655-3373.

OCT. 7-15: AFF CERTIFICATION COURSE, Japan RW Association, Honda Airport, Japan. 03-980-0662.

OCT. 12-13: INTERNATIONAL BALLOON FIESTA/ACCURACY MEET, Albuquerque, N.M. Stand-up, 4-round accuracy. Big prize money. Slots limited to 50 skydivers. C or D license required. Karen Hymbaugh (505) 883-6843.

OCT. 13-15: INTERNATIONAL COMPETITION, Locarno, Switzerland. Day and night individual and team accuracy. Prizes. FMI: Hans-Joerg Baumann, Sempacherstr. 71, CH-8032 Zuerich, Switzerland. Telephone 093 67 2651.

OCT. 13-15: 4TH ANNUAL 20-WAY SEQUENTIAL MEET, League City, Tex. Twin Otter and DC-3. Spaceland Drop Zone, Madolyn Murdock (713) 688-4835.

OCT. 14-15: OCTOBERFEST, Sparta, Ill. Helio Stallion. Archway Skydiving Centre, (618) 443-9020 or (618) 443-2091.

OCT. 14-15: VIRGINIA PARACHUTE COUNCIL MEET, Suffolk, Va. 4-way RW, style & accuracy. Intermediate and advanced classes. Cessnas. Jayne Marchant, (804) 264-0051 or Alice Looney, (804) 257-5964.

OCT. 14-15: FALL RW SEMINAR, Xenia, Ohio. Skydive Greene County, (513) 372-0700.

OCT. 14-16: CAROLINA COUNCIL MEET, Reelford, N.C. Three classes style and accuracy; 4-way RW and speed star; best competition videoman award; 10-way speed star, T&C permitting; possible freestyle challenge. Beer and banquet, tentative Golden Knight RW seminar. Rock 'n roll jammers encouraged. (919) 436-4056 or 436-5858.

OCT. 20-22: USPA BOARD OF DIRECTOR'S MEETING, San Francisco, Calif. USPA, (703) 836-3495.

OCT. 25-29: HALLOWEEN BOOGIE AND MASQUERADE BALL, Palatka, Fla. (904) 325-4293.

OCT. 26-31: 13TH ANNUAL HALLOWEEN BOOGIE, Coolidge, Ariz. Registration fee rebate for attending Saturday night party in full costume; prizes. Skydive Arizona, (602) 723-3753.

OCT. 28: HALLOWEEN PARTY, Perris, Calif. Perris Valley Skydiving Center, (714) 657-9576.

OCT. 28: HALLOWEEN PARTY, League City, Tex. Costume party, games, prizes and entertainment. Spaceland Drop Zone, Mike Smith (713) 337-1713.

OCT. 28-29: HALLOWEEN BOOGIE, Warm Springs, Ga. Helio Stallion. Costume party. Freestyle seminar with Mike Sandberg. FreeFall Ranch, (404) 655-3373.

OCT. 28-29: HALLOWEEN BOOGIE, Zephyrhills, Fla. Large aircraft. Saturday night costume party. (813) 788-5591. Fax (813) 783-1339.

SEPT. 30-OCT. 1: SKYVAN WEEKEND & 25TH ANNUAL BIRTHDAY BOOGIE, Menomonee Falls, Wisc. Free beer and camping. USPA membership required. (414) 252-3434.

OCT. 28-NOV. 5: AFF CERTIFICATION COURSE, Davis, Calif. SkyDance Skydiving, (916) 753-2651.

NOV. 4-5: SKYDIVING SEMINAR, Davis, Calif. Putting it all together, a summary of the seminars this year. Hosted by Dan O'Brien. Guest speakers and organizers. SkyDance SkyDiving, (916) 753-2651.

NOV. 4-5: JCC, Warm Springs, Ga. No-nonsense course. Hands on training. FreeFall Ranch (404) 655-3373.

NOV. 5-11: FALL RW TRAINING CAMP, Zephyrhills, Fla. Jumping during the day. Nightly seminars with special guest speakers. (813) 788-5591. Fax (813) 783-1339.

NOV. 10: VETERAN'S DAY, Perris, Calif. All veterans and active military skydive for \$11 from 12,500 ft. Perris Valley Skydiving Center, (714) 657-9576.

NOV. 11-12: CARAVAN WEEKEND, Palatka, Fla. (904) 325-4293.

NOV. 11-13: VETERAN'S DAY BOOGIE, Warm Springs, Ga. Night jumps. Beech. FreeFall Ranch, (404) 655-3373.

NOV. 16-27: 21ST ANNUAL TURKEY MEET, Zephyrhills, Fla. 8-way, 16-way, 20-way and 10-way. Fun jumping during the entire meet. (813) 788-5591. Fax (813) 783-1339.

NOV. 18: 4-WAY RW SCRAMBLES MEET, Hartwood, Va. Hartwood ParaCenter, (703) 752-4784.

NOV. 18-26: THANKSGIVING SUPER BOOGIE, Perris, Calif. RW training camp and 20-way speed star competition. Perris Valley Skydiving Center, (714) 657-9576.

NOV. 18-26: AFF CERTIFICATION COURSE, Bunnell, Fla. Daytona Beach Aeroports, (904) 437-4547, 736-3202.

NOV. 23-26: THANKSGIVING BOOGIE, Coolidge, Ariz. RW Seminar. Skydive Arizona, (602) 723-3753.

NOV. 23-26: THANKSGIVING BOOGIE, Hartwood, Va. Thanksgiving feast Thursday afternoon. Hartwood ParaCenter, (703) 752-4784.

NOV. 23-26: POPS TURKEY MEET, Clewiston, Fla. 4-way scrambles and accuracy. Air Adventures Florida, (813) 983-6151.

NOV. 24-26: THANKSGIVING BOOGIE, Tuskegee, Ala. Helio Stallion. Skyventures, Inc., (205) 727-7767.

NOV. 25-26: THANKSGIVING BOOGIE, League City, Tex. Saturday evening family style dinner. Reservations requested. Spaceland Drop Zone, Mike Smith (713) 337-1713.

DEC. 2-3: 28TH ANNUAL CHRISTMAS PARTY, Xenia, Ohio. Skydive Greene County, (513) 372-0700.

DEC. 3-4: CHRISTMAS BANQUET & BOOGIE, Warm Springs, Ga. Beech. FreeFall Ranch, (404) 655-3373.

DEC. 9-10: CARAVAN WEEKEND, Palatka, Fla. (904) 325-4293.

DEC. 9-JAN. 7, 1990: CHRISTMAS BOOGIE, Zephyrhills, Fla. 10-way scrambles, Dec. 30-31. Beer every night. (813) 788-5591. Fax (813) 783-1339.

DEC. 16-JAN. 1, 1990: CHRISTMAS & NEW YEAR'S HOLIDAY CELEBRATION, Perris, Calif. Perris Valley Skydiving Center, (714) 657-9576.

DEC. 23-JAN. 1, 1990: CHRISTMAS AND NEW YEAR'S BOOGIE, Coolidge, Ariz. Large formation stars and southwestern record dives. Skydive Arizona, (602) 723-3753.

DEC. 23-JAN. 1, 1990: CHRISTMAS & NEW YEAR'S HOLIDAY, Hartwood, Va. Open for jumping every day. Hartwood ParaCenter, (703) 752-4784.

FEB. 2-9, 1990: WINTERLUDE WORLD CUP, Ot-tawa, Canada. Competing nations welcome. Contact your national organization or call Howard Sommerfeld (613) 736-2528, work; 820-3218, home.

FEB. 17-21, 1990: MARDI GRAS XXII, Patterson, La. Friday & Saturday night parties, BACHUS XXII bus trip party Sunday night, Louisiana record dive. Airport camping and showers, motels nearby. Bryant Morrison (318) 233-4115 or John Combs (405) 340-5467.

MARCH 25-31, 1990: SPRING RW TRAINING CAMP, Zephyrhills, Fla. Jumping during the day. Nightly seminars with special guest speakers. (813) 788-5591. Fax (813) 783-1339.

APRIL 14-22, 1990: EASTER BOOGIE, Perris, Calif. (714) 657-9576.

APRIL 2-22, 1990: 25TH ANNUAL EASTER BOOGIE, Zephyrhills, Fla. Speed 40-way starts April 13. Fun jumping during the entire boogie. (813) 788-5591. Fax (813) 783-1339.

APRIL 23-30, 1990: 1ST WORLD POPS MEET, New South Wales, Australia. Accuracy, hit and rock, and 4-way RW. Bernard Shaw, 2 Crinigan Road, Morwell, VIC 3840, Australia.

MAY 18-23, 1990: SPRING RW TRAINING CAMP, Perris, Calif. (714) 657-9576.

MAY 24-28, 1990: MEMORIAL DAY JUMPFEST, Perris, Calif. (714) 657-9576.

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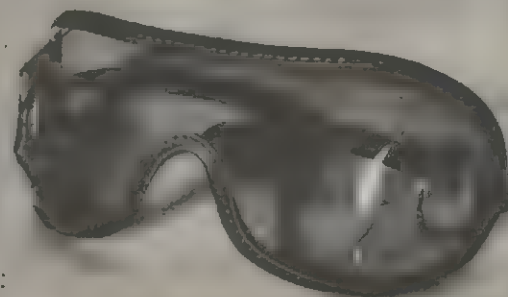
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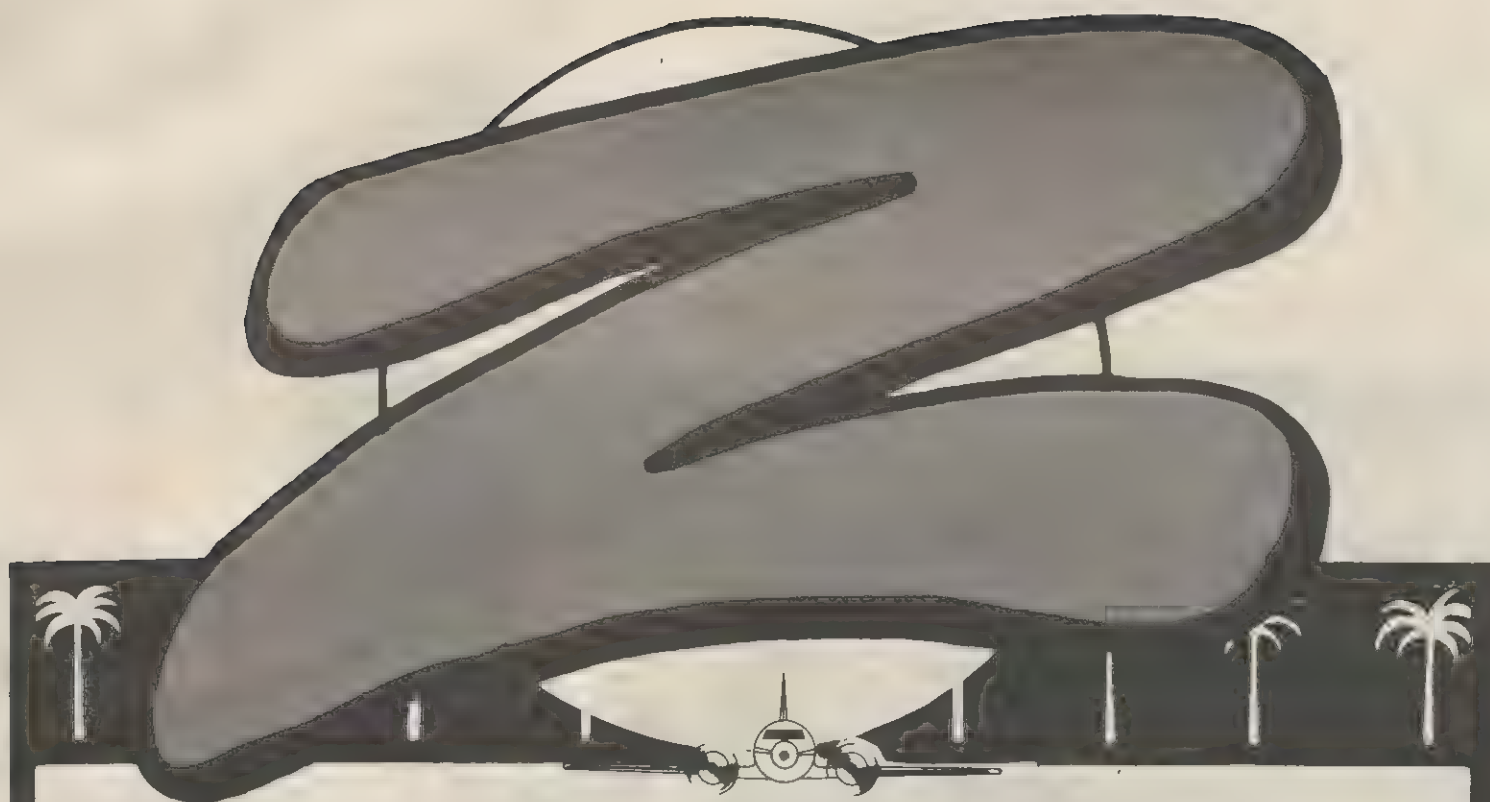
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22—SKYDIVING—ISSUE #99



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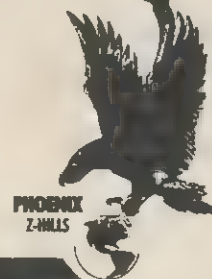
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Letters

(continued from page 22)

boogies they have attended in South Africa, how they were treated even though they are U.S. citizens, and how much they enjoyed their visit. (They are thinking of returning for this year's event.)

Why don't you treat yourself to such an event and, in the process, broaden your mind about world affairs. We are just a bunch of skydivers trying to unite and have fun in a country that has a few problems, problems that have nothing to do with the sport of skydiving or the people that skydive there.

I think you should leave politics up to the politicians, and try instead to keep people in the air and in friendship, wherever they may be in the world, and regardless of race, color or creed.

Edward Anderson
Moraga, Calif.

Regardless of my personal opinions about the political situation in South Africa, I find your comment referring to apartheid in the "Maybe You've Heard" section of SKYDIVING #98 inappropriate and distasteful.

Athletes—not administrators and commentators—have always suffered when politics intrude on their sport.

Historically, skydivers have prided themselves on not becoming embroiled in politics. Skydiving is a worldwide universal language. The precious personal contacts and sense of unity that exist in the world of skydiving—regardless of race or creed—only exist because politics are not allowed to intrude by the individualism and independence of skydivers.

I will continue to enjoy your publication if you would direct yourself to the subject of skydiving.

As a matter of note, I would like to point out that there is no racial discrimination at any of the skydiving clubs in South Africa. But if you haven't been there, you couldn't

be expected to know that.

Alasdair Boyd
Davis, Calif.

I am surprised and disappointed to see you are promoting a boogie in Bophuthatswan, South Africa.

Your mild disclaimer does little to dispel the tacit support you have given for an event held in a country whose evil policy of apartheid has brought it under boycott by people of conscience throughout the world.

Diane Hoover
Hermosa Beach, Calif.

Looking for Great Grandfathers

I would like to find out how many active freefall skydiving great-grandfathers there are in the U.S., who they are and how many great-grandchildren they have.

I believe that I am the only one in Canada and would like to hear from anyone who knows of such a person.

Warren Searle
Forty Frances
Rothesay, N.B. E2E 1W9
Canada

More on BASE Jumping

Just because BASE jumping doesn't adhere to USPA's basic safety regulations doesn't make it illegal; it's only the trespassing part that will get you arrested.

I've heard of plenty of jumpers who have landed off the DZ only to be confronted by angry farmers who have even been known to confiscate gear. Does that make those jumps illegal?

I enjoy looking at high quality, interesting photos. Publishing the more unusual shots—like BASE shots—gives people the opportunity to see an exciting view of something they might never experience themselves. Publishing these shots doesn't mean SKYDIVING is condoning an illegal act, but shows good editorial judgment and makes the magazine that much more interesting to read.

Janet Kelley
Reading, Penn.

Thank you for publishing all and any information pertaining to our unique and sometimes diversified sport. Many publications today succumb to the influence of their advertisers, or in other words, the almighty dollar.

I trust good, factual journalism will keep your circulation growing. This will keep SKYDIVING magazine vital, sound and a logical choice for smart advertisers.

Brian Joe Jackson
Honolulu, Hawaii

SKYDIVING welcomes letters from its readers. Address them to: Letters to the Editor, SKYDIVING, P.O. Box 1520, DeLand, FL 32721. Letters might be edited to meet space requirements.

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SKYDIVE ARIZONA. DC-3, two Beeches, three Cessnas. Competition team training rates and lodging. USPA AFF and S/L programs. Tandem examiner, video, Frog Club, gear sales, snack bar, pool, camping, hot showers and hot skydives. P.O. Box 1324, Coolidge, AZ 85228. (602) 723-3753 or (602) 723-5336. (1)

SKYDIVE DeLAND. Most progressive DZ in the country, home of AFF, tandem jumping, Turbo Porter, Twia Otter, Cessnas. Gear sales. Open seven days a week. P.O. Box 3071, DeLand, FL 32723. (904) 738-3539. (1)

FREEFALL RANCH. Warm Springs, Ga., one hour SW of Atlanta. Cessnas and large aircraft for boogies and special events. ICCs, JCCs and AFF evaluations. Static line, tandem and AFF FICs. Also, RW, CRW and freestyle coaches. Night and water jumps. Bunks with heat and air, hot showers, camping, food, loft and gear sales on the DZ. The best little DZ in Georgia. Ya'll call. Banks, Deb, Tom or RG (404) 655-3373. Roosevelt Memorial Field, Hwy. US 27-A. (105)

PALATKA PARACENTER. Cessnas. AFF and ram-air instruction, gear sales, FAA loft, camping, showers on DZ; food and lodging nearby. Hot skydives, warm sun, memorable parties. (904) 325-4293, Altitude South, Inc., Rt. 1, Box 8530, Kay Larkin Airport, Palatka, FL 32077. (1)

PERRIS VALLEY SKYDIVING CENTER open 7 days a week. Bunkhouse, camping, showers, pool, snackbar, bar, loft and Square One Parachute Sales & Service. USPA, in-date reserve, A license (or FAI equivalent) and logbook required. AFF and tandem training available. Two DC-3s, Otters and a Cessna 182. (714) 657-9576 or (714) 657-3904, students welcome, call (714) 657-1664. (1)

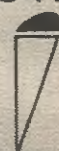
SKYDANCE SKYDIVING. Full facilities available from 1st jump course through team training. CE182, CE206, King Air (13,500 ft. in 10 minutes!) aircraft. Open Wednesday through Sunday. Complete loft and gear sales by Action Air Parachutes. Yolo County Airport, Rt. 2 Box 2410A, Davis, CA 95616-9734. (916) 753-2651. (1)

"...And after over 1,300 tandem jumps myself, I find Strong to have the most dependable, durable, and versatile system on the market."

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President—
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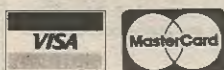


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FAX: (813) 788-7112



CLASSIFIEDS

SKYDIVE TITUSVILLE. Open weekends and holidays. Tandem examiner, master rigger, gear sales, video, snack bar, inside packing. Queen Air and three Cessnas. Dunn Air Park. Titusville, FL. (407) 267-0016 or 269-3286. (1)

SKYDIVE TUSKEGEE. AFF, tandem, static line, ram-air instruction, student squares. C-182. Open weekends, year round. 30 miles east of Montgomery, exit 38 off I-85. Skyventures, Inc., 1727 Airport Road, Tuskegee, AL 36083. (205) 727-7767. (1)

SKYDIVE THE RANCH. Largest DZ in the Northeast. Turbine aircraft, AFF, tandem, camping on DZ, rifle range. Located 65 miles NW of N.Y. City in Gardiner, N.Y. May to Oct. 7 days a week. (212) 736-0883 or (914) 255-4033. (1)

SKYDIVE CANADA. Abbotsford Para-Centre. Open 7 days a week. S/L, tandem, AFF. FMI: 1059 W. Broadway, Vancouver B.C., Canada. (604) 327-JUMP or 854-3255. (1)

Rigging

SENIOR RIGGERS' COURSE: Includes chest and back types with square reserve training also during the two very full three-day weekends in January at the Parachute Loft of Dave DeWolf. FMI: Dave DeWolf, 26 W. Bainbridge Street, Elizabethtown, PA 17022. (717) 367-0808, eves. (100)

Employment

RIGGER NEEDED: Mature, reliable, flexible non-smoker to start full-time in August or September. Substance abusers need not apply. References will be checked. Prefer experience but will train the right individual. Salary depends on productivity. Contact Butler Parachute Systems, Inc., 6399 Lindbergh Blvd., California City, CA 93505. (619) 373-4991. (101)

ATTENTION: HIRING! Government jobs—your area. \$17,840-\$69,485. Call (602) 838-8885. Ext. R10831. (99)

WANTED: Rigger trainee(s) from Denver area. Edge Enterprises, (303) 935-8830. Serious inquiries only. (1)

ATTENTION—HIRING! Government jobs, your area. Many immediate openings without waiting list or test. \$17,840 - 69,485. Call (602) 838-8885. EXT. R10831. (98)

WANTED: AFF instructors. Call Skydive East (201) 996-6262. (99)

WANTED: Full-time static line instructors, jumpmasters and certified riggers. Approximately 1300 first jump students annually. Contact Don Mumma at San Diego Air Sports Center (619) 421-0968. (99)

WANTED: Full-time S/L-AFF-I. Prefer person with tandem rigger ratings and pilot's license. (602) 271-0440, Arizona. (99)

Wanted

WANTED: Sentinel MK 2000. Contact Ralph Hatley, 29388 S.E. Heiple Road, Eagle Creek, OR 97022. (503) 630-JUMP or 654-0718 office. (1)

WANTED: Cirrus main canopy. Excellent condition. Very low price. Ron, Box 2, Peoria, AZ 85380. (602) 933-4445. (99)

WANTED: 26 ft. Lopos, fast cash. (816) 923-7006. (102)

WANTED: Used gear. Altimeters, AADs, pin-pullers, Ditters, mains, reserves, harness and containers or complete rigs. Get your cash quick. (816) 923-7006. (110)

Miscellaneous

PARACHUTE INDUSTRY ASSOCIATION MEMBERSHIP. The world wide professional trade association of operators, suppliers and publishers. Information and application from Dan Wilcox, 2825 S. Washington #262, Titusville, FL 32780, USA. (407) 268-2833. (105)

SEND FOR YOUR FREE CATALOG and gift package. Sunshine Factory, 38529 5th Ave., Zephyrhills, FL 33540. (813) 788-9831. (1)

POPS. Join the Parachutists Over Phorty Society. Open to anyone over 40 years old who has made at least one parachute jump. Lifetime membership: \$15. Includes membership packet. Send USPA and license number, birthdate, number of jumps and other important info. Bill Wood, Top POP, 35 Dera Street, Greenville, SC 29615. (803) 370-2614. (1)

SUBSCRIBE TO SPOTLIGHT, the newsletter of the Wisconsin and Minnesota region. Published monthly. \$7/year. Gary Androsky, 1716 N 58th St., Superior, WI 54880. (1)

YEAH, IT'S A PUZZLE TO ME, TOO. OPERATION JUMPFEST, June 30-July 8, 1990. Line up with 7-Up and go for it. Albert Lea, Minn. (800) 345-8414. (102)

SPORT PARACHUTIST'S SAFETY JOURNAL. Subscribe today. Only \$10 for 6 bimonthly, information packed issues. Foreign orders add \$10. US funds only. SPSJ, P.O. Box 576, Yuma, AZ USA 85366-0576. (99)

REWARD FOR STOLEN GEAR. Talon: all black, small container, medium harness, serial number 2618, black pilot chute with hand-deploy on both leg straps. Main: FTS Rascal 202, all black, serial number R-202-212, labels on side panels with manufacturers name have been removed. Reserve: Raven I, believe it to be all red, serial number 0198907. Please contact Bill Dause (209) 369-1128. (99)

STOLEN GEAR: PD 210, black, purple and green. FTS Bogey 178, Serial # BB 178006. Vector V5, blue and gray, serial number 15373. Belongs to Dirk Neugebauer. Call Skydive DeLand (904) 738-3539. (99)

Correction

The results of the canopy relative work events at this year's U.S. Nationals were incorrectly listed in SKYDIVING #98.

The event names were swapped; the teams and scores listed under the "4-Way CRW Rotation" heading should have been published under the title "4-Way CRW Sequential"—and vice versa.

"It's the home of tandem surfing, isn't it?"

BLUE SKY RANCH, GARDINER, NEW YORK, SEPTEMBER 23 & 24.



STARCREST

Sky Diving's Original Relative Work Awards

In relative work skydiving there are five merit badges recognized around the globe by all participants as proof of relative work proficiencies. These are the Bob Buquor Memorial Star Crests, SCR, SCS, NSCR, SCSA and NSCSA.

SCR #	NAME	DATE	PLACE	SCR #	NAME	DATE	PLACE
21738	David R. Kohler	6-2-88	Marana, AZ	21820	Eike H. Hohenadl	7-2-89	Perris, CA
21739	Nancy J. Luttrell	3-27-88	Spaceland, TX	21821	Collis H. Griffin	7-3-89	Titusville, FL
21740	Robert T. Jackson	7-30-88	Sequim, WA	21822	Chris Earl Nicholson	7-3-89	Titusville, FL
21741	John Carlisle	9-5-88	Warm Springs, GA	21823	David G. Arnold	7-8-89	Chambersburg, PA
21742	Ronald A. Lee	10-16-88	Yolo, CA	21824	Tom Stokley	6-21-89	Lodi, CA
21743	Dean Willis	11-13-88	Deland, FL	21825	Kim Dewey	7-3-89	Muskogee, OK
21744	Andrew Phillipson	11-15-88	Zephyrhills, FL	21826	Jim Kuhn Jr.	8-14-88	Top of Tampa, FL
21745	Jean Larson	11-19-88	Coolidge, AZ	21827	Brandon George	6-3-89	Sheridan, OR
21746	Dr. Tom "Skydad" Walsh	11-23-88	Perris, CA	21828	Daniel Ambat	6-13-89	Perris, CA
21747	Dale A. Baker	12-11-88	Roosevelt Rds P.R.	21829	Kusnadi Sukarya	6-13-89	Perris, CA
21748	James T. Sorbie	1-1-89	Zephyrhills, FL	21830	Brin William Gauler	6-18-89	Cushing, OK
21749	Ian T. Gallimore	9-10-88	Franklin Co. Spc. NC	21831	Chandra Sapta Utama	6-22-89	Perris, CA
21750	Vickie Herbert	8-21-88	Clewiston, FL	21832	Mohammad F. Achso	6-22-89	Perris, CA
21751	Joan Lappenbush	1-4-89	Zephyrhills, FL	21833	Scott Dobson	6-26-89	Tampa Bay, FL
21752	Ody A. Dickey III	1-18-89	Deland, FL	21834	Duane Dobson	6-26-89	Tampa Bay, FL
21753	Marion C. Curry III	1-22-89	Beaumont, TX	21835	Steven L. Coulter	7-1-89	Muskogee, OK
21754	Michael L. Guillou	10-29-88	Chippewa Falls, WI	21836	Guy Fitzwater	7-2-89	Perris, CA
21755	Indra Rijadi-Sulamet	8-13-88	Pondok Cabe, Indonesia				
21756	Henry Ellis	9-25-88	West Memphis, AR				
21757	Alan D. Goldberg	1-1-89	Perris, CA				
21758	Randall L. Peeters	1-21-89	Lodi, CA				
21759	Michael Evans	1-24-89	Zephyrhills, FL				
21760	Randal Dean Adamson	2-11-89	Henrietta, MO				
21761	Paul Edward Hunter	2-12-89	Zephyrhills, FL				
21762	Frans Bosma	2-16-89	Zephyrhills, FL				
21763	Bob Greider	9-11-82	Perris, CA				
21764	Brian H. Davidson	9-23-88	Wilson, NY				
21765	Eiko Ohta	1-27-89	Coolidge, AZ				
21766	Chris Conklin	2-25-89	Dillingham, HI				
21767	Hans Peter Schaub	1-1-89	Clewiston, FL				
21768	Paul Merrell	6-11-88	Garrettsville, OH				
21769	Debbie Rose	3-10-89	Zephyrhills, FL				
21770	Robert J. Taylor	3-18-89	Perris, CA				
21771	Abdel El Kader Kassak	1-21-89	Lodi, CA				
21772	Cheryl J. Strickler	3-10-89	Spaceland, TX				
21773	Dave Marquez	3-12-89	California City, CA				
21774	Michael H. Corkill	3-25-89	Coolidge, AZ				
21775	Troy M. Everett	3-25-89	California City, CA				
21776	Steve Nelson	3-25-89	Coolidge, AZ				
21777	Rodney Milojevich	4-2-89	Zephyrhills, FL				
21778	Charles Craft	4-15-89	Madera, CA				
21779	Karen Carlsen	1-1-89	Perris, CA				
21780	Kirk Greaves	4-22-89	Cleveland, Spc. OH				
21781	Bob Moore	4-23-89	San Marcos, TX				
21782	James A. Cooper Jr.	4-29-89	Spaceland, TX				
21783	Terri Priebe	4-30-89	Skydive Texas, Spc.				
21784	Mike Phillips	5-6-89	Sheridan, OR				
21785	Dennis Bird	5-7-88	California City, CA				
21786	Jack G. Grabe	7-3-88	North Hampton, MS				
21787	Mike Luttrell	1-1-89	Spaceland, TX				
21788	Dennis M. Sewell	5-6-89	Davis, CA				
21789	Richard M. Hamilton	5-21-89	Davis, CA				
21790	Terri Bailey	5-21-89	Paradise, OK				
21791	Dale Fairbanks	5-13-89	Barnwell, SC				
21792	Charles Wayne Young	5-13-89	Barnwell, SC				
21793	Gary Peters	5-20-89	Yolo, CA				
21794	Carl Woodworth	5-27-89	Umatilla, FL				
21795	Howard Posner	10-31-82	Palatka, FL				
21796	Kenneth L. Brown	3-26-89	Hollister, CA				
21797	Debra L. Waggoner	4-1-89	Perris, CA				
21798	Eric Akiyama	5-7-89	Dillingham, HI				
21799	Kris Guthery	5-21-89	Paradise, OK				
21800	Greg Charnesky	6-3-89	Sheridan, OR				
21801	Thomas F. Kozminski	5-20-89	Coolidge, AZ				
21802	William J. Kozminski	5-20-89	Coolidge, AZ				
21803	Stan Frisbie	5-1-88	Gainesville, TX				
21804	Indra Iwan	8-9-88	Jakarta, Indonesia				
21805	Dwi Waskito	8-9-88	Jakarta, Indonesia				
21806	Robert Turner	3-18-89	California City, CA				
21807	Kelly E. Fox	5-21-89	Baldwin, WI				
21809	Kristin M. Diedrich	3-11-89	Bardstown, KY				
21810	Suzanne Durak	5-31-89	Davis, CA				
21811	Jerry A. Doute	6-2-89	Tecumseh, MI				
21812	Christine Lortie	8-20-89	Betavia, NY				
21813	Jay A. Hutchins	3-26-89	Hollister, CA				
21814	Timothy S. Donovan	6-4-89	Parkman, OH				
21815	R.J. Lindstrom	6-11-89	Tuskegee, AL				
21816	Jennifer Brown	6-21-89	Lodi, CA				
21817	John H. Frantz	7-1-89	Chambersburg, PA				
21818	John M. Fitts	7-2-89	Hemet, CA				
21819	David R. Noes, Jr.	7-2-89	Muskogee, OK				
SCR #	NAME	DATE	PLACE	SCR #	NAME	DATE	PLACE
7269	Dean Willis	11-26-88	Deland, FL	7269	Dean Willis	11-26-88	Deland, FL
7270	Terry Gray	11-13-88	San Antonio, TX	7270	Terry Gray	11-13-88	San Antonio, TX
7271	Dr Tom "Skydad" Walsh	11-23-88	Perris, CA	7271	Dr Tom "Skydad" Walsh	11-23-88	Perris, CA
7272	Mike Provost	10-10-88	Elsinore, CA	7272	Mike Provost	10-10-88	Elsinore, CA
7273	Michael L. Guillou	10-29-88	Chippewa Falls WI	7273	Michael L. Guillou	10-29-88	Chippewa Falls WI
7274	Moshe E. Preil	1-21-89	Lodi, CA	7274	Moshe E. Preil	1-21-89	Lodi, CA
7275	Ody A. Dickey III	1-18-89	Deland, FL	7275	Ody A. Dickey III	1-18-89	Deland, FL
7276	Charlene McDaniel	1-22-89	Beaumont, TX	7276	Charlene McDaniel	1-22-89	Beaumont, TX
7277	John G. Davis	7-3-88	Frankfort, IN	7277	John G. Davis	7-3-88	Frankfort, IN
7278	Henry Ellis	12-4-88	Jeanerette, LA	7278	Henry Ellis	12-4-88	Jeanerette, LA
7279	Donna Fairbank	1-28-89	Desert Sky AZ	7279	Donna Fairbank	1-28-89	Desert Sky AZ
7280	Randal Dean Adamson	2-11-89	Henrietta, MO	7280	Randal Dean Adamson	2-11-89	Henrietta, MO
7281	Paul Edward Hunter	2-12-89	Zephyrhills, FL	7281	Paul Edward Hunter	2-12-89	Zephyrhills, FL
7282	Bob Greider	9-11-82	Perris, CA	7282	Bob Greider	9-11-82	Perris, CA
7283	Stephen Campbell	3-26-88	Zephyrhills, FL	7283	Stephen Campbell	3-26-88	Zephyrhills, FL
7284	Paul Merrell	6-11-88	Garrettsville, OH	7284	Paul Merrell	6-11-88	Garrettsville, OH
7285	Eiko Kumabe	1-13-89	Coolidge, AZ	7285	Eiko Kumabe	1-13-89	Coolidge, AZ
7286	Eiko Ohta	1-31-89	Coolidge, AZ	7286	Eiko Ohta	1-31-89	Coolidge, AZ
7287	John Sakal	3-16-89	Zephyrhills, FL	7287	John Sakal	3-16-89	Zephyrhills, FL
7288	Ken Holt, Jr.	8-8-88	Quincy, IL	7288	Ken Holt, Jr.	8-8-88	Quincy, IL
7289	Liam Gartside	3-23-89	California City, CA	7289	Liam Gartside	3-23-89	California City, CA
7290	Stanley W. Saenz	3-25-89	Gainesville, TX	7290	Stanley W. Saenz	3-25-89	Gainesville, TX
7291	Deborah Martin Manous	8-11-85	Jenkinsburg, GA	7291	Deborah Martin Manous	8-11-85	Jenkinsburg, GA
7292	Nicholas G. Ricciardelli	3-22-89	Zephyrhills, FL	7292	Nicholas G. Ricciardelli	3-22-89	Zephyrhills, FL
7293	Rodney Milojevich	4-2-89	Zephyrhills, CA	7293	Rodney Milojevich	4-2-89	Zephyrhills, CA
7294	Charles Craft	4-15-89	Madera, CA	7294	Charles Craft	4-15-89	Madera, CA
7295	Mark Dean	7-4-87	Parkman, OH	7295	Mark Dean	7-4-87	Parkman, OH
7296	Steve Maday	4-22-89	Chambersburg, PA	7296	Steve Maday	4-22-89	Chambersburg, PA
7297	Robert Snee	4-22-89	Eagle Creek, OR	7297	Robert Snee	4-22-89	Eagle Creek, OR
7298	Kirk Greaves	4-22-89	Cleveland, OH	7298	Kirk Greaves	4-22-89	Cleveland, OH
7299	Terri Priebe	4-30-89	Skydive TX	7299	Terri Priebe	4-30-89	Skydive TX
7300	Rick Butler	5-14-89	Sparta, IL	7300	Rick Butler	5-14-89	Sparta, IL
7301	Richard M. Hamilton	5-21-89	Paradise, OK	7301	Richard M. Hamilton	5-21-89	Paradise, OK
7302	Terri Bailey	5-21-89	Paradise, OK	7302	Terri Bailey	5-21-89	Paradise, OK
7303	Mike Perry	3-25-89	Gainesville, TX	7303	Mike Perry	3-25-89	Gainesville, TX
7304	Gary Peters	5-20-89	Yolo, CA	7304	Gary Peters	5-20-89	Yolo, CA
7305	Howard Posner	5-27-89	Warm Springs, GA	7305	Howard Posner	5-27-89	Warm Springs, GA
7306	Somchai Namprakai	1-13-89	Hau Hin, Thailand	7306	Somchai Namprakai	1-13-89	Hau Hin, Thailand
7307	Howard Bruce	6-3-89	Sheridan, OR	7307	Howard Bruce	6-3-89	Sheridan, OR
7308	Indra Iwan	8-9-88	Jakarta, Indonesia	7308	Indra Iwan	8-9-88	Jakarta, Indonesia
7309	Dwi Waskito	8-9-88	Jakarta, Indonesia	7309	Dwi Waskito	8-9-88	Jakarta, Indonesia
7310	Stan Frisbie	4-23-89	Tahlequah, OK	7310	Stan Frisbie	4-23-89	Tahlequah, OK
7311	Curtis Scott Shurtliff	5-27-89	Madera, CA	7311	Curtis Scott Shurtliff	5-27-89	Madera, CA
7312	Deborah W. Clayton	5-27-89	Warm Springs, GA	7312	Deborah W. Clayton	5-27-89	Warm Springs, GA
7313	Kristin M. Diedrich	3-11-89	Bardstown, KY	7313	Kristin M. Diedrich	3-11-89	Bardstown, KY
7314	Jay A. Hutchins	3-26-89	Hollister, CA	7314	Jay A. Hutchins	3-26-89	Hollister, CA
7315	Timothy S. Donovan	6-4-89	Parkman, OH	7315	Timothy S. Donovan	6-4-89	Parkman, OH
7316	Alan Goldberg	6-22-89	Perris, CA	7316	Alan Goldberg	6-22-89	Perris, CA
7317	M.N. Clark	6-25-89	Titusville, FL	7317	M.N. Clark	6-25-89	Titusville, FL
7318	Eike H. Hohenadl	7-2-89	Perris, CA	7318	Eike H. Hohenadl	7-2-89	Perris, CA
7319	Collis H. Griffin	7-3-89	Titusville, FL	7319	Collis H. Griffin	7-3-89	Titusville, FL
7320	Chris Earl Nicholson	7-3-89	Titusville, FL	7320	Chris Earl Nicholson	7-3-89	Titusville, FL
7321	Tom Stokley	6-21-89	Lodi, CA	7321	Tom Stokley	6-21-89	Lodi, CA
7322	Kusnadi Sukarya	6-13-89	Perris, CA	7322	Kusnadi Sukarya	6-13-89	Perris, CA
7323	Chandra Sapta Utama	6-22-89	Perris, CA	7323	Chandra Sapta Utama	6-22-89	Perris, CA
7324	Mohammad F. Achso	6-22-89	Perris, CA	7324	Mohammad F. Achso	6-22-89	Perris, CA
7325	Duane Dobson	6-26-89	Tampa Bay, FL	7325	Duane Dobson	6-26-89	Tampa Bay, FL
NSCR#	NAME	DATE	PLACE	PM TIME			
2181	Mark Thompson	4-21-89	Jenkinsburg, GA	10:00			
2182	Kristin M. Diedrich	7-15-89	Bardstown, KY	11:55			

Flaaare... Maxiflaaare... Flaaarissimma!

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When we are asked about Blue Track's secrets we feel very embarrassed.

Why are they so fast in flight and yet so docile when landing?

Why are they so sensitive and so swift with so little toggle input?

What keeps their shape so rigid?

What's the source of their super lift allowing such a glide angle?

What gives them this unrivalled ability to flare?

How can they gently and safely put down loads which normally require a larger canopy?

Is it their airfoil shape? Or their very particular geometry? Or the placement of their lines attachment points? Or the fabric used? There is not just one answer, there are many more.

Some BT owners say that they are the work of genius. We thank them, but the truth is much simpler: we have combined many users demands and we have worked hard. Each technical aspect was designed separately before it was mixed with the others. Each link was over-polished before it was included in the final chain.

That's the unique secret of Blue Track. The result is obvious: our canopies offer much more performance and fun than an ordinary parachute. Than all other parachutes. Our canopies fly. At a very affordable price.

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